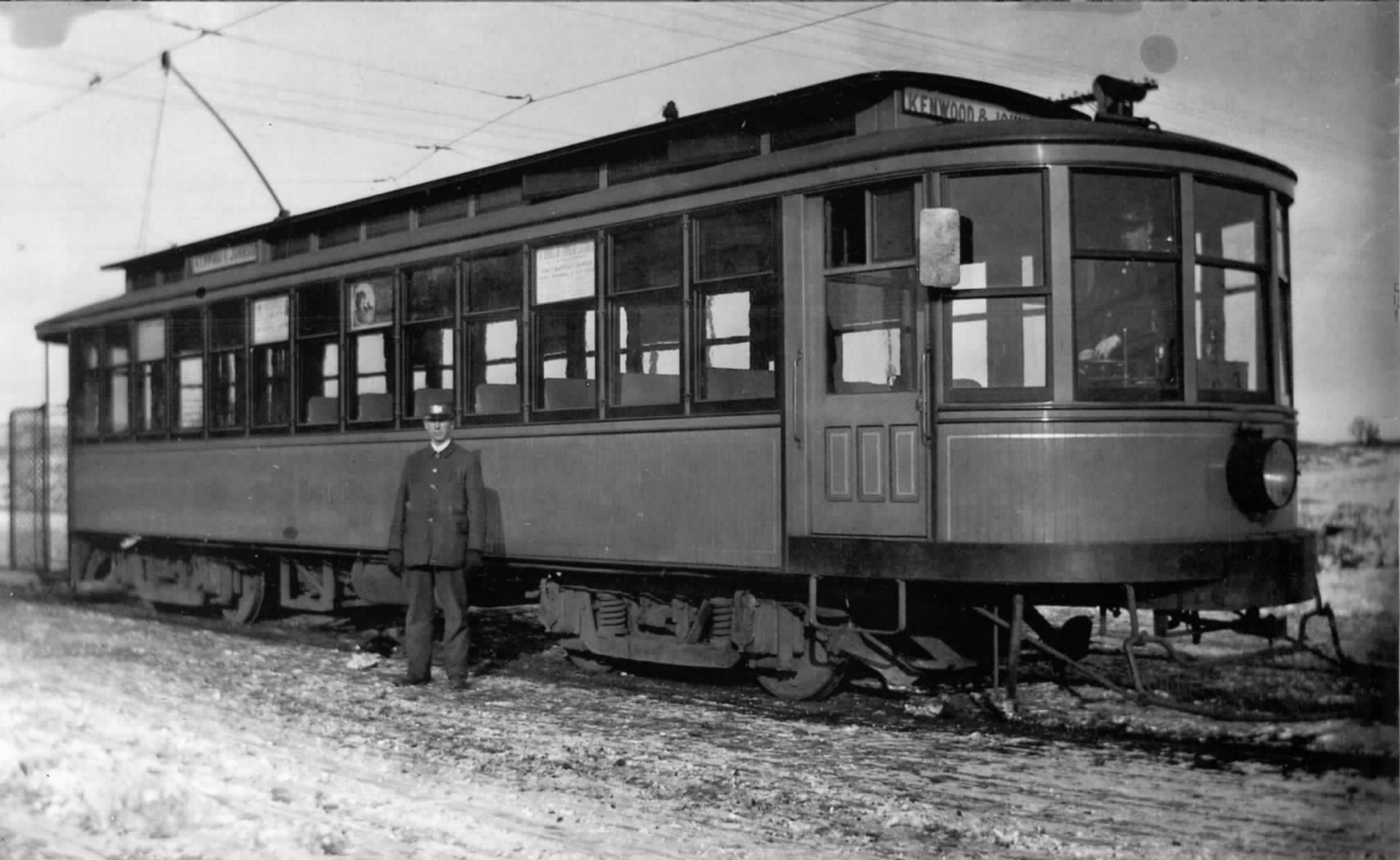






C.C.W. FLYER GOING NO.

HAMPTON MINN.





Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 33, No. 2

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com

Sandra Kay BergmanProduction Editor
Charles BartholdMailing

CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual \$30 Household \$50

**SEND DUES, ADDRESS CHANGES
AND MEMBERSHIP CONCERNS TO**

193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information

(651) 228-0263 or (800) 711-2591

Web site

www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2003: **Charles Barthold**, Chair,
Art E. Pew III, John Robinson,
John Senior

Terms expire 2004: **David Gepner**, **Bob Hawkins**,
Peter Johnson, **Ross McGlasson**,
John Walker, Secretary

Terms expire 2005: **Bill Handschin**, **Michael Miller**,
Vice-Chair (Retired),
Warren Olson

Non-Board Member Officer: **David Kettering** -
Treasurer

Division Representatives

Streetcar Division: **Scott Heiderich**
Railroad Division: **Eric Hopp**
Roundhouse Division: **Noel Petit**
Boat Division: **John Schroeder**
Executive Director: **Donald Meyer**

MINNEGAZZETTE

**CORRECTIONS
AND NEW INFO**

From **Russ Olson**: "The book 'River Pilot Stories' by Captain Ron states that while the steamboat Phil Sheridan, which became the Belle of Minnetonka in 1882, was being hauled out of the river for repairs at LaCrosse in 1876, the cradles let go, punching large holes in the hull. The boat slipped back into the water and sank. It was raised and dismantled. As a river steamboat it had established a speed record on the run between St. Paul and St. Louis."

OBITUARY

Lyle Vogt

Long time member **Lyle Vogt** has passed away. For many years he was an operator at Lake Harriet, and also served as a crew caller. In later years, he volunteered at the Excelsior Streetcar Line. His obituary specified memorials to the Museum.

CHAIRMAN'S COLUMN

-Charles Barthold

This is my first *Minnegazette* column since becoming MTM Chair, and I'd like to introduce myself. I first became active in the museum in 1992 as a streetcar operator at Lake Harriet and as a car attendant during that first Fall in Osceola. Along with others, I started the Store on Rails in the baggage section of Northern Pacific #1102 at Osceola to satisfy customer requests and raise additional revenues. Soon the store in the Osceola Depot was opened. Eventually, with the permission of the MTM Board, I was responsible for consolidating all museum merchandise sales and inventory under a single management, including the new store at Jackson Street Roundhouse. Besides these duties, I took over the *Minnegazette* mailings following the death of **Al Jensen**, and was elected to the MTM Board beginning in 1999.

Mike Miller

Before talking about goals and priorities for the future, I'd like to thank outgoing Chairman **Mike Miller** for his service to the museum. Mike held the position from 1996 to 2001, longer than

any other MTM Chairman or President. They were eventful years, to say the least. During his tenure, MTM opened operating sites at Jackson Street Roundhouse and the Excelsior Streetcar Line, and hired its first, and then its second Executive Director. Mike has been the referee in a series of internal disputes that, hopefully, none of his successors will have to face. He has always kept the dialogue open between the parties, and the result has been a better museum. Finally, Mike placed a great emphasis on strategic planning and organizational self analysis. He has made us look hard at what kind of institution we are and where we want to go in the future. This is a direction I strongly support and will work to continue.

Sharing the load

In the past the Chairman and a few others have shouldered a tremendous load, putting in far more hours per week than any volunteer should. One of my goals is to spread the work to the Board, the Superintendents, other division officers, and involve the membership in more of the operation of the Museum. A series of new working committees has been established to deal with museum-wide issues (see the story that follows). The goal is to find the right mix of centralization and decentralization, depending on the activity. We never want to stifle the creative energy of decentralized division management. The restorers will still restore. The operators will still operate. However, there are some activities that affect all areas of the museum and are more efficiently handled through a centralized process. There will always be some creative tension between the divisions and the museum management, but at least we'll know we tried conscientiously to find the best and most efficient way to run the museum. It will only work with your participation. I look forward to your help.

2002 Lifetime Achievement Awards

In case you were not able to attend the annual, let me introduce the 2002 Lifetime Achievement Award recipients. All have volunteered continuously for at least 20 years.

All of this issue's historic photos come from the postcard collection of Pete and Mark Bonesteel. Front cover and inside front cover top: The mail crane is set out for the northbound Chicago Great Western approaching Hampton. Inside front cover bottom: Streetcar #1340 is running the Kenwood & Johnson line about 1915. The location appears to be the wye at 29th & Johnson.

Harold Dalland

Harold was a motorman for Twin City Rapid Transit. He came to MTM in 1981, not surprisingly as a motorman. He also participated in track and other maintenance work at Como-Harriet. Like so many other Traction volunteers, he pitched in as a crew member on the steam excursions of the early 1980s. Since then, Harold has been a consistent streetcar operator, working many charters, and is also a regular member of the car cleaning crew. He also continues to volunteer for the Railroad Division as a passenger service representative.

Ward Gilkerson

Ward is a second generation MTM member. His father, Wendell, was one of the first recipients of the Lifetime Achievement Award. Ward first appeared in the Minnegazette as a member of the steam excursion crews in 1981. He was one of the first track foremen at Stillwater and served there on train crews. In 1988 and 1989, he served on the MTM board as Executive Vice President. Ward continues to operate at Osceola and also works in the restoration shop at Jackson Street on a variety of projects. He was the steam foreman for several years. A teacher by profession, Ward may best be known for teaching the General Code of Operating Rules to Railroad Division volunteers.

Jim Harrison

Jim is one of the very early MTM members and has been volunteering since 1963. He served on the MTM board as Vice President Public Relations and was the newsletter editor during the mid-1960s. He was MTM President in 1968. Jim headed the site selection committee in 1967. He worked on the first Como-Harriet track crews, was an early Minnehaha Depot agent, and volunteered for the early steam excursions. And of course, he continues today as a streetcar operator at Lake Harriet.

Neil Howes

Neil became involved in the mid-1970s on the streetcar #265 restoration. For many years he prepared the Traction Division budgets. Electricity is his specialty and he has been involved in wiring every streetcar since joining MTM, including #265, #78, PCC #322, and now #1239. Neil has also operated at Lake Harriet.

40 years and counting

You may have noticed a slight change in the Minnegazette logo on the cover.

The Minnesota Transportation Museum is celebrating its 40th year, a milestone we should all be proud of. MTM was formed in 1962 as a committee of the Minnesota Railfans Association, to do something with streetcar #1300, which had been weathering under a tarp in Hopkins for the previous eight years. A group of volunteers, headed by **Bill Olsen**, moved the car into the Minnesota Transfer Roundhouse in St. Paul. They put on a new roof, replaced the rotted wood, repaired anything else that needed fixing, and rigged up an electric generator on a handcar so #1300 could run under its own power. The next summer, they made short trips, about a third of a mile each way, in the Transfer's rail yard where the Amtrak depot now sits. 10,000 people showed up to ride, the line often stretching a city block long. It was that surprising turnout that convinced the volunteers to become an operating museum, and the rest is history. MTM took over operation of the Minnehaha Depot in 1967, opened the Como-Harriet line in 1971, ran its first steam excursions in 1981, acquired Jackson Street Roundhouse in 1986, started up the Stillwater & St. Paul in 1987, moved to Osceola in 1992, launched the restored Minnehaha in 1995, and opened Jackson Street and the Excelsior Streetcar Line in 1999. Along the way we published The Electric Railways of Minnesota and several smaller books, and created the best rail museum magazine in North America.

Finally, and most significantly, we kept alive skills and knowledge that would surely have disappeared. The fact that multiple generations of children have experienced our artifacts is further assurance that we did

The developers who restored the Milwaukee Road depot and its landmark train shed have recreated a short portion of the platforms and five tracks at the east end of the shed.

Aaron Isaacs photo

the right thing 40 years ago. MTM is now recognized as a major player in the preservation and interpretation of Minnesota history. Repeated awards, most recently in 2001 from the Minneapolis Heritage Preservation Commission, prove that this is no idle boast.

I hope you, and the other 800 plus MTM members, will redouble your efforts, and your financial contributions, so the next 40 years can be just as memorable.

NEW MUSEUM LONG RANGE PLAN

The MTM Board of Directors, in a special meeting held March 26, unanimously adopted a new long range plan for the museum. This plan culminates a four month planning process conducted by the Board and Executive Director **Don Meyer**. All operating divisions were represented.

The plan recognizes the long time strengths of the museum, especially its volunteers whose skills and dedication have restored and operated historic



forms of transportation for 40 years. These skills will be needed and opportunities will be provided for these same volunteer efforts in the future. The plan emphasizes the need for substantial changes and improvements in our financial stability. It calls for obtaining major financial gifts, creating an endowment fund, increases in ridership, additional members and renewed commitments to youth involvement.

Ross McGlasson, in presenting the proposed plan to the Board, pointed out that the divisions will continue to do what they do best, namely restore, maintain and operate at the various venues. The central museum will assume more responsibility for fund raising, marketing, government and public relations, education, communications and administration.

The new role for the museum is a major departure from the past, where only a few volunteers were involved in administration. A broad based committee structure, made up of representatives from all divisions and facets of the museum, including new members, will share duties that cross division lines. One of the main benefits, according to Board Chair **Charles Barthold**, will be improved communications and cooperation among divisions and a reduction in parochial thinking.

The new committee structure will create many more volunteer opportunities, which will lead to a stronger museum. The new committees include: Development, Financial Management, Collections and Restoration, Operations, Strategic Planning, Education, Marketing, Communications, Membership and Exhibits.

Implementation will begin soon, with division meetings to explain the strategic plan in detail and enroll members on committees of their choice. The committees will begin by laying out detailed tactical plans and objectives for the their areas of responsibility. Please look for an informational meeting coming soon, near you.

EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

We have enjoyed a mild winter by weather standards. Within MTM, however, it has been a very active time of the year. What follows is really just a sampling of the more significant events that have taken place.

In February the Strategic Planning Committee concluded its initial series

of meetings with consultant **Jim Murphy**. The committee, chaired by **Mike Miller**, includes **Bill Handschin**, **Dave Kettering**, **John Robinson**, **John Senior**, **John Walker**, **Larry Schrenk**, **Peter Johnson** and **Ross McGlasson**.

Not surprisingly, one of the key items to come out of their deliberations is the need for a Development Committee to implement a fund raising campaign this year. The goal is to raise an additional \$200,000 in general operating support for the museum. Fortunately this comes at a time when we are seeing new fund raising initiatives taken on by various members and staff. For example **George Bergh** and **Dave Kettering** have submitted a grant to the Xcel Foundation, **Pat Kytola** prepared our grant applications to both the ADC and Bayport Foundations, **Ann Merriman** is helping to draft a case statement for an MTM-wide G.E.A.R. program, we are waiting to hear on our application to the Institute of Museum and Library Services for a Museum Assessment Program grant, and there are several funding opportunities being explored that will ultimately lead to application submissions.

One Board member has taken me up on my request to call donors and say "thank you, your gift matters." So my own personal thank you goes out to **David Gepner** for pioneering this special effort to demonstrate our gratitude to our donors for their support.

You will also see in this issue of the Minnegazette the Leave A Legacy logo. This is just a simple reminder that you can help the museum through our planned giving program. If you would like to learn more about this form of giving, please call me at the museum office, 651-228-0263, extension 3101.

Leave
A LEGACY



While the Strategic Planning Committee has been meeting, another more grass roots initiative has taken place as members **Louis Hoffman** and **Bill Handschin** have laid the foundation for an Education Committee. They have been joined by **Bill Graham** and are looking for others who would like to be part of this effort.

This is an important step to take in tandem with the emphasis on enhancing our fund raising program. Institutional donors, the foundations and corporations that make the largest gifts, allocate less than 1% of their annual grants to historic preservation projects, the category we most often associate with MTM. By comparison, their largest area of interest is education, which receives better than 25% of the annual grants awarded by these types of organizations. (These numbers are from the Foundation Center's report "Foundation Giving Trends 2002"). So having the Development and Education Committees work in unison would seem to be a very important strategy for our fund raising efforts, especially in a struggling economy. And here is our own internal example of how this can work to our benefit.

We gained two new donors at the start of the year because of an education-based project. The first was the Pan African Community Endowment (PACE) Fund, which is part of the Saint Paul Foundation. The second was TKDA, the engineering and architectural firm responsible for much of the planning at the Jackson Street Round-house. Their interest in donating to the museum was the exhibit of the **Ted Rose** paintings that illustrate the exploits of porter **John Blair** during the Hinckley Fire. The exhibit was created in conjunction with Black History Month, which established the obvious connection with PACE. TKDA came on board, at the request of **Wanda Sims**, as the sponsor for the exhibit's opening reception. This is not surprising when you consider that TKDA is a consistent sponsor of programs on the public television station. Their generosity to us also extended to the printing of the exhibit guides, written by **Larry Schrenk** and designed by **Ann Merriman**. The exhibit will remain on display at the roundhouse through the month of May and I would urge all of you to drop by and take a look at what has been accomplished.

Education figured prominently in our plans for the annual meeting with the establishment of an award to recognize the scholarship efforts of our members. Like the restoration award created last year in honor of **George Isaacs**, the scholarship award honored another long time MTM member, **Russ Olson**, who can literally be identified as the "man who wrote the book" when it comes to the history of streetcar transportation in Minnesota. His name and prestige will give credence to this award for years to come.

Education is the substance of what we are and will likely provide the single best impetus to our fund raising program. But let me now assert that image matters too. I hope you got that impression when you first opened up your invitation to the annual meeting. The additional production costs for this piece were willingly incurred in order to convey a message through this beautiful presentation of what we value and who we value. It is a presentation that seems to have worked. The response rate for this year's meeting was up 40% over last year. And the invitation, although not designed with this idea in mind, generated some contributions from those who could not attend, but in the words of member **Charles McCarthy** wanted to be with us "in spirit." That is an appropriate attitude in an organization that survives on the benevolence of both its donors and volunteers.

All the design work for the meeting invitation, the 40th anniversary logo, the new four-color print ads, and the 2002 brochure are the work of **Michael O'Laughlin**, a graphics art student at the Art Institutes International in downtown Minneapolis. Michael has served as our intern in developing these projects. It has required him to learn about MTM in all its diverse operations in order to convey the proper image of who we are and what we represent. I think he has done a very effective job of capturing that "spirit" and conveying it with colors and images in a printed format.

We wanted to use some of Michael's talents to design a cover for this year's annual report, but time and money both eluded us before we could complete the project. We were still able to pull together a significant report to present at the meeting. (If you were not able to attend and would like a copy of the report, please call the office and we will mail a copy to you).

Annual reports typically generate an image of mind-numbing financial numbers that few of us understand and still fewer even care about. But for MTM the financials were relegated to the back page. The lead report was a list of members who reported volunteer hours for the year 2001. The list contains almost 300 names, which is one-third of our total membership. This is an incredible percentage for a volunteer organization. In fact it is a number that makes us the envy of other non-profit organizations that seek volunteer help.

To make the top ten list required a minimum of more than 544 hours served. Beginning at number 10 and working up to number 1, our top volunteers in 2001 were **Ronald Beck, Jim Vaitkunas, Comfort Leckie, John Oliver, Karl Jones, Eric Hopp, Richard Kasseth, Phil Wellman, Charles Barthold** and **Bill Handschin**. Bill's total volunteer hours are worthy of acknowledgement in and of themselves. But more than that, his service transcended a single division, to the benefit of MTM in education, development and member recruitment. As a result, he received the 2002 Executive Director's Award.

Last year we established the George Isaacs Award as a means to honor the legacy George has created for us in the area of equipment restoration and preservation. This year we acknowledged **Bob Dumas** as our first recipient of this award. Bob is known and highly respected for his craftsmanship in woodworking. You can see the evidence of his skill everytime the streetcars roll out of the Lake Harriet car barn, or the Minnehaha steams by.

We did not wait a year before selecting the first recipient of the Russell Olson Award. Immediately after honoring Russ for the legacy he has established in the area of research and scholarship, we acknowledged **Jim Ogland** as the first recipient of the award for his recent book "Picturing Lake Minnetonka - A Postcard History." Jim's book was published by the Minnesota Historical Society. And its strong sales in our own gift shops generated much needed revenue for the museum.

The long-term service of four members was honored with the Lifetime Achievement Award. This year's recipients were **Harold Dalland, Ward Gilkerson, Jim Harrison** and **Neil Howes**. At the other end of the age and experience spectrum we honored **Ted Hotvet**, a young man (and third generation MTM member) whose 140 hours of service at the Jackson Street Roundhouse is an inspiration, coming from one so young. And it is a good indication that MTM has a future if we can bring in more young people like him. So Ted was this year's recipient of the Rising Star Award.

We also wanted to honor our donors, so the annual report contains a list of donors, grouped into some very basic categories according to their giving levels. Each of these donors has received a thank you letter, formally

receipting their gift. But this inclusion in the annual report is simply an initial, though modest, attempt to acknowledge our donors in the same way that we acknowledge our volunteers. Without both, we would not be celebrating our 40th anniversary.

We were pleased to have Hennepin County Commissioner **Peter McLaughlin** as our special guest at the annual meeting. Peter was invited because of some work we have done together recently regarding possible rail-themed enhancements to the 29th Street Corridor. His presence is a good indicator of the respect non-members have for the museum and their willingness to identify with us both in the fulfillment of our projects and our celebrations of work well done.

Others present for the annual meeting were: our attorney **Lisa Agrimonti**, from the law firm of Briggs and Morgan; **Larry Blackstad**, Community Works Division Manager for Hennepin County; **Tim Draxler**, our insurance agent, who has done such an excellent job keeping our insurance premiums down during a troubling time for the insurance industry; **Gordon Jonasson**, board member with the Lake Superior Museum in Duluth; and **Clarence and Debra Jones**. Clarence is with the Saint Paul Urban League. But of more immediate importance to us, he personally presented our request to the PACE Fund, which resulted in our grant for the Blair exhibit. And discussions are already underway about next year's exhibit.

Proof reading this article, I can see I have taken my life into my own hands by making one glaring omission. All those lists compiled for the annual report were done by **Deb Handschin**, our Director of Member Services. Without her help, the report would have remained just another good idea we ought to try sometime.

So let me close this article where I began, with the Strategic Planning Committee. On the cover of the annual report is a vision statement newly drafted by the Committee, which I think captures the essence of what MTM has been about these last 40 years: We sustain the past, so that people today can experience their heritage and perpetuate its values for the benefit of future generations. Enough said. Here's to another 40.

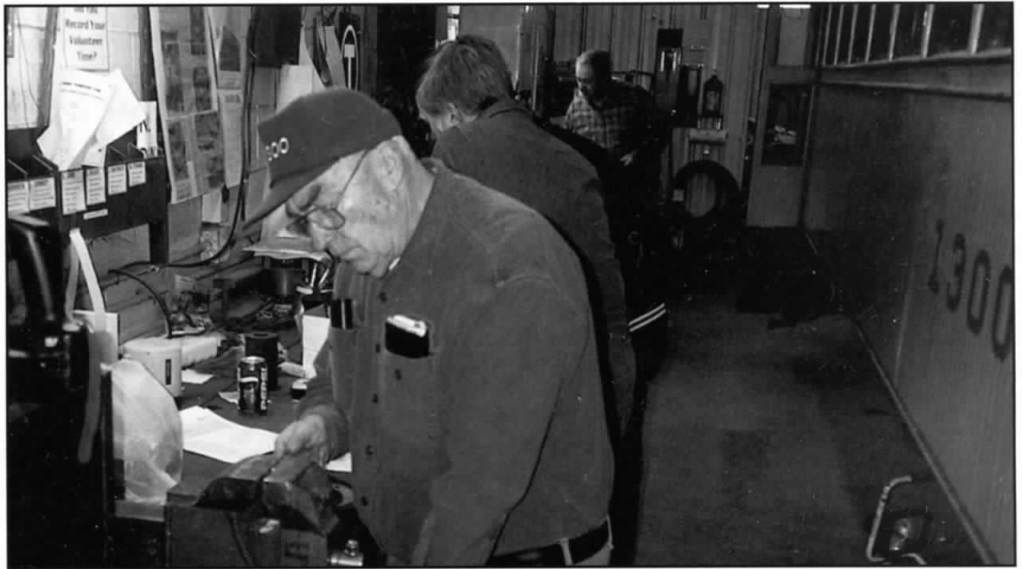
TRACTION REPORT

-Louis Hoffman

Annual Appeal update

The 2001-2002 Annual Appeal generated donations totaling \$14,305 from 60 memberships representing 75 people so far - but less than ten percent of the Museum's membership of nearly 1,000. Seven donors gave \$10,000 of the total, with donations ranging from \$500 to \$5,000. Another 23 donors gave \$3,175, with donations ranging from \$100 to \$499. That leaves \$1,130 in donations from another 30 members. So it doesn't matter whether your donation is large or small - all of them, working together, keep the work of the Traction Division going. We have the TEA-21 match to fund as well as the ongoing restoration of #1300, the fledgling restoration of Winona #10 (whose move still isn't paid for), and the future restoration of Mesaba #10. Then there's our currently inoperable fleet of classic buses. And don't forget about Duluth #303, the last surviving TCRT-built lightweight. We could easily top \$20,000 or more - if we got donations, of any size, from more members and more Traction Division volunteers. How about it? As you can see, there's no shortage of worthwhile projects to spend it on.

To date donations have been received from Alfred and Dorothee Aeppli, Kenneth J. Albrecht, John W. Allison, Earl and Bettye Anderson, Carl Barthelemy, Robert Bartsch, A. J. (Tony) Bauman, Douglas P. Beedon, Lyndon Benson, Richard L. Bodner, Robert and Anna Butler, John Cartwright, Steve Collin, John DeWitt, Robert E. Erickson, Bud Goldstein, Bill Graham, Gary Gustafson, Nils C. Halker, Tony and Judy Hannold, Roy and Pat Harvey, James P. Hassing, Scott Heiderich, John Heintz, Richard Hesse, Louis Hoffman, George and Florence Isaacs, Robert J. Johnson, Robert R. Johnson, Ruth Jones, George J. Kotsonas, Marv Krafve, Jim Kreutzberger, Tim Layeux, Harry Lee, Keith Lindberg, Thomas G. McBride, Charles McCarthy and Lauren Ricketts, Edward McGlynn, Thomas McLaughlin, Mike and Marilyn Miller, Janet and Steve Mitchell, Dick Niemic, Jerry and Muriel Olsen, Michael Ondecker, Jim Otto, John and Kathy Prestholdt, Fred and Mary Raiche, Honorable James D. Rogers, Frank and Judy Sandberg, Phil and Betty Settergren, Dennis W. Stephens, Rupert Strobel, Peter Throckmorton,



Streetcar #1300 is getting a much deserved rebuild, starting this winter. Roy Harvey (left), Karl Jones and Jim Willmore are part of the regular carbarn crew. (Below) Jim Otto paints air tank brackets. Aaron Isaacs photos.



Jim Vaitkunas, Dave VenHuizen, Sven Wehrwein, Robert Wise, and Lowell and Dorothy Wood.

Volunteer roll call

A total of 121 volunteers donated a lot of hours to the operation of the Como-Harriet Streetcar Line in 2001. Because our new timekeeping system provides much better and much more information, your author hasn't totaled it up yet. Look for this information in the Summer Minnegazette. But an "instant, in-depth" analysis shows a new grand champion volunteer. Regular readers of this space know that the number one volunteer in terms of hours has been Roy Harvey for at least the twelve years I've written this report, usually with at least 400 hours. This year, Roy reported "only" 478 hours, 477.25 in the shop and .75 in charter operations. But the 2002 grand champion volunteer, with what I think

is a record-breaking 599.25 hours, is Karl Jones: 535 hours in the shop, 50 in operations, 12 for the Halloween Ghost Trolley, and 2.25 in charter operations. General Superintendent Jim Vaitkunas followed Karl closely with 555.25 hours: 531.5 in administration and shop duties, 21.5 in operations, and 2.25 in charter operations. A tip of the motorman's cap to them - and to the other 118 volunteers who made 2001 a successful season at Lake Harriet.

General Services Department update

The only change in the Como-Harriet schedule is that daily service will continue during the week of Labor Day, which is early this year (September 2), through Sunday, September 8. Other than that, nothing's new in the schedule department. Weekend-only service starts on Saturday, May 4. Daily service begins on Friday, May 17 and continues through Sunday, September 8, 2002.

Weekend-only service will continue until Sunday, October 27. Service is until dusk (5:00 p.m. in October) beginning at 12:30 p.m. on weekends and holidays and 6:30 p.m. on weeknights except holidays.

Here's our special event calendar for the year:

- Linden Hills Weekend, Saturday and Sunday, May 18 and 19, featuring multiple-car operations from 12:30 to 4:30 p.m. but no buses.
- Linden Hills Car barn Tours, May 19, June 16, July 14, August 11, September 8, and October 6 from 12:30 to 4:30 p.m.
- Memorial Day service to Lakewood Cemetery's "streetcar gate," Monday, May 27, 9:30 a.m. to dusk. Avoid the traffic at the 36th and Hennepin "main gate" and come by streetcar to Lakewood's "streetcar gate."
- Members Day, Sunday, June 9, 12:30 to 4:30 p.m., featuring guest operations, shop tours, and refreshments. Interested in volunteering? This is the way to find out more about volunteer opportunities at Lake Harriet.
- Independence Day "Early Bird" service, Thursday, July 4, beginning at 9:30 a.m. Catch a ride before your picnic.
- Labor Day "Early Bird" service, Monday, September 2, beginning at 9:30 a.m. Catch a ride before your picnic.
- Halloween Ghost Trolley, Friday, Saturday, Sunday, and Thursday, October 25, 26, 27, and 31, from 5:30 to 8:30 p.m. \$3.50 fare; children under age 12 \$1.00. Member, season, and volunteer passes are not valid on the Halloween Ghost Trolley.

In view of the results of the passenger survey conducted last season, we're changing the focus of our advertising. The ads in the Southwest Journal didn't appear to have brought in much business. We'll advertise in the Journal's new family activity pullout section in March - on an experimental basis - but will shift the focus of our paid advertising to publications geared toward children, families, parents, and senior citizens.

In the "how can we make this work" phase is the Christmas Santa Trolley. Some of the challenges: how to keep people waiting reasonably warm in the tent and how to keep the line clear of snow. But imagine this: after cider and hot cocoa in the tent, you board a car and head to the William Berry Parkway bridge. There, Santa's elves board and hand out candy canes. The car proceeds

to Santa's workshop at the car barn, where the kids get to meet Santa. After more food and drink, back to the station on the next car. More challenges: how to we pay for (or get donated) all the cider, hot cocoa, and cookies? Who is Santa Claus? Who are the elves? Who will do the decoration? Should we string lights along the line?

But there are four weekends between Thanksgiving and Christmas. The business is there - the Halloween Ghost Trolley showed that. The question for the Christmas Santa Trolley is, do we have the people to do it after the intense work needed to make the Halloween Ghost Trolley a success and at a time of year when everyone is busy. Interested in helping in 2003 (It won't happen this year on account of the anticipated TEA-21 funded track work and uncertainty about exactly when it will happen)? Please call **Louis Hoffman** at (612) 729-0442.

Mechanical Department update

Mechanical Department crews have been busy over the winter, reports Shop Foreman **Karl Jones**. Much of the work is focusing on #1300. Wiring from the controller to the resistor grids and from the controller and pole split to the line breaker and master switch is being replaced. This involves installing two junction boxes along with flexible and rigid conduit under the car. The master switch, under the motorman's table, was rebuilt and the resistor box and resistors have been removed for cleanup and replacement of insulators the resistor box. The overhead light fixtures have been removed for cleaning along with installation of new resistors for the brass fixtures. Electrical renewal will continue next winter. The brake cylinder has been removed and the cylinder shaft, which was worn, was rebuilt and re-engineered. A new cylinder seal was found with the help of **Eric Hopp**. All air piping under the car was removed for cleanup or replacement. The air tanks were removed, found to be deteriorated and new ones were installed. The interior ceiling saw major repairs and painting. Some of the lower wooden ceiling strips were refinished or replaced. Car seats are being painted and some badly worn ones replaced. Finally, the floor was painted. With all this going on, #1300 is expected to return to service in May.

On #265, the insulators for the interior light fixtures are being replaced along with general cleanup of the fixtures. At the time this article was completed, the first replacement brake shoes were ready to be made by Smith

Foundry. #265 will be ready for training and recertification in April. Thanks to all who helped. Look for a complete list in the next issue.

Here's an activity for those of you who don't think you have the mechanical skills or the time to maintain and restore streetcars: streetcar cleaning! Mark the following Saturdays on your calendars: May 4, June 1, June 29, July 27, August 24, and September 26. We'll also do a mid-week cleaning the week before the Halloween Ghost Trolley. Interested? Show up at the car barn between 8:30 and 11:30 a.m. or call **Hilmar Wagner** at (612) 823-4837. Don't forget - doughnuts from the Scandia Bakery!

Minnehaha Depot update

The annual open house at the Minnehaha Depot will be on Monday, May 20 from 6:30 to 8:30 p.m. Look for Stationmaster **Corbin Kidder's** tasty buffet. Because all buses are out of service, there will be no classic bus service this year. The Princess will be open from 12:30 to 4:30 p.m. on Sundays and holidays from Memorial Day weekend through Labor Day. To volunteer, please call Corbin at (651) 227-5171. What better way to pass a summer afternoon than greeting visitors at the Princess? Bring a picnic supper and meet family and friends at the falls after you're done.

RAILROAD DIVISION REPORT

-Dick Kolter

The activities of the Railroad Division during the winter months were almost exclusively centered on maintenance and planning as the only usual winter operating, freight traffic on the Dresser Sub, was very scarce all winter. The supply of money has been rather low recently and measures have been initiated to find additional revenue. Maintenance items that require significant expenditures have been slowed in favor of those jobs that depend more on volunteer labor which, of course, is free. Fortunately all necessary operating and safety projects are getting completed.

Maintenance work at Jackson Street now has mostly migrated indoors with the completion of the turntable and some indoor workspace. Although the dedication of the turntable was done on December 19, completing the minor details took another month and the first equipment moves over the turntable

2002 OSCEOLA & ST. CROIX VALLEY RAILWAY OPERATING SCHEDULE

Saturdays, Sundays and Holidays Memorial Weekend till October 20, 2002
11:00 am & 2:30 pm round trip to Marine on the St. Croix
1:00 pm round trip to Dresser, Wisconsin

Day	Month	Date	Occasion	Time
Saturday	May	4	Osborn/Jarvey Wedding (not open to public)	
Thursday	May	9	First Charter Day	
Sunday	May	12	Mothers Day Brunch	11:00 AM & 2:00 PM
Saturday	May	18	Dinner Train	6:00 PM
Saturday	May	25	First Day of Regular Operations	
Sunday	May	26	William O'Brien Naturalist Trip	
Monday	May	27	Memorial Day	
Saturday	June	1	Hobo Days with Caboose Rides	
Saturday	June	8	Free Rides to People living in the St Croix Valley	
Sunday	June	9	Free Rides to People living in the St Croix Valley	
Friday	June	14	Dinner Train	7:00 PM
Saturday	June	15	Hobo Days with Caboose Rides	
Sunday	June	16	William O'Brien Naturalist Trip	
Saturday	June	29	Pizza Train	5:00 PM
	July		Fireworks Train ??	
Saturday	July	6	First Class Upgrade	
Sunday	July	7	First Class Upgrade	
Sunday	July	7	William O'Brien Naturalist Trip	
Saturday	July	13	Pizza Train	5:00 PM
Friday	July	19	Dinner Train	7:00 PM
Saturday	July	20	Anderson Windows Picnic (not open to public)	
Saturday	July	20	First Class Upgrade	
Sunday	July	21	First Class Upgrade	
Sunday	July	21	William O'Brien Naturalist Trip	
Saturday	July	27	Pizza Train	5:00 PM
Saturday	August	3	First Class Upgrade	
Sunday	August	4	First Class Upgrade	
Saturday	August	10	Pizza Train	5:00 PM
Friday	August	16	Dinner Train	6:30 PM
Sunday	August	18	William O'Brien Naturalist Trip	
Saturday	August	24	Pizza Train	5:00 PM
Saturday	August	31	First Class Upgrade	
Sunday	September	1	William O'Brien Naturalist Trip	
Sunday	September	1	First Class Upgrade	
Monday	September	2	First Class Upgrade	
Saturday	September	7	Wheels & Wings	
Friday	September	20	Dinner Train	6:00 PM
Saturday	September	21	A11 Full First Class	
Sunday	September	22	A11 Full First Class	
Saturday	September	28	A11 Full First Class	
Sunday	September	29	A11 Full First Class	
Saturday	September	28	Fall Leaf Watchers Trip	4:15 PM
Sunday	September	29	Fall Leaf Watchers Trip	4:15 PM
Saturday	October	5	A11 Full First Class	
Saturday	October	5	Fall Leaf Watchers Trip	4:15 PM
Sunday	October	6	A11 Full First Class	
Sunday	October	6	Fall Leaf Watchers Trip	4:15 PM
Saturday	October	12	A11 Full First Class	
Sunday	October	13	A11 Full First Class	
Saturday	October	19	Pumpkin Train	
Sunday	October	20	Last day of Operations	
Sunday	October	20	Pumpkin Train	

did not occur until January 19, after which work could start. Work space on four different tracks is being utilized with more room expected when another construction problem with some of the indoor track is resolved.

The first passenger car to go in was Northern acific coach-baggage-RPO 1102, which was positioned on the museum side so people visiting the museum could easily observe what is taking place. The major projects on this car are refinishing the roof and replacing a rotted wooden door. **Warren Olson** is leading the roof project and **Dick Heine** is making a new exact replica door. One of the wheel trucks was removed by a crew led by **Eric Hopp** and is being reconstructed. This truck had problems with the brake rigging and needed new pedestal liners.

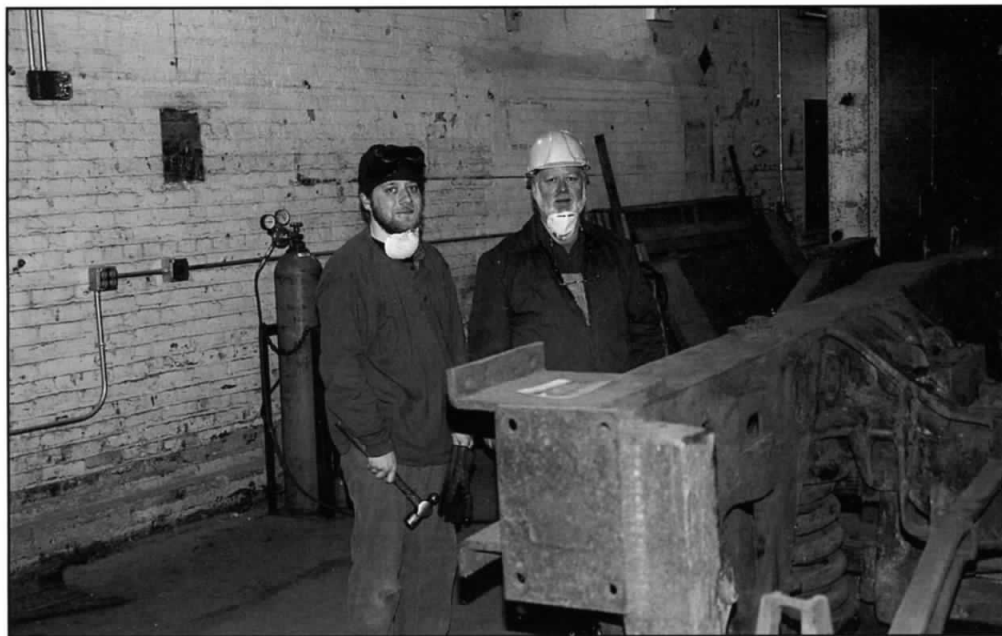
Soo caboose 31 is scheduled to get an interior cleaning and painting and will have its clouded windows replaced. **Eric Kallas** and **Ralph Back** have been cleaning and **Dick Heine** has been working on the windows. **Dick Heine** has coordinated an effort to secure funding of about \$600 for this project through a 3M company program. Employees and retired employees of 3M can designate money to go to charitable causes. **Dick**, **John Coughlin**, and **Randy Martinson** have designated their money to go to this project.

Lackawanna coach 2232 is also getting attention even though it is parked outside. **Dick Heine** has been coordinating repair of bad seats with the help of **Morten Jorgensen**, **Eric Kallas** and **Ralph Back**. Also **Phil Wellman** has done electrical upgrading on this car. Clerestory windows, which were repaired and refinished a few years ago, and never reinstalled, may get back into the car before summer.

Great Northern coach 1213 has been parked at Osceola out of service for over a year because one of its wheelsets had worn out. **Dick Kolter** handled a project to get this repaired. Last fall a replacement wheelset was located and purchased. In December several volunteers went to Osceola and removed parts of the car that would be in the way for the changing process. The morning of February 23 found about ten volunteers again at Osceola, with two crane trucks, a set of large jacks, an air compressor, and a gasoline powered welder. During the course of the day the car was jacked up using the large jacks, loaned to us by **Steve Sandberg**, the truck rolled out, and both the bad and the other axle removed from the truck. Lifting of the



NSP #5 rides the turntable at Jackson Street. Aaron Isaacs photo.



Last issue showed family members volunteering together at Lake Harriet. That's also true in the Railroad Division. Isaac and Dick Fish are working on a passenger car truck at Jackson Street. George Bergh photo.

truck was accomplished mainly by using a crane truck loaned and operated by **Nick Beck**. When the axles were out of the truck, four of the eight pedestal liners in the truck were found to need replacement. New liners were welded in by **Eric Wagner** who happened to have brought his welder along for the day. A few other minor repairs were made on the truck and two axles, including the new one, were installed in the truck. The center pin was greased and the now complete truck was rolled back under the car. By the time the car was lowered onto the truck and the tools were all picked up it was dark. Because this car has

bathrooms it is expected that it will see extensive service this year.

CGN coach 1096 is also at Jackson Street for the winter and by the time the season starts will have working toilets. The toilet installation job was started last summer but never finished. Our goal this year, of having good bathrooms on every train, should be easy to achieve with this car backing up 1213.

GN business car A-11 was also stored at Osceola for the winter but did not lack attention. **Bill Phannes** supervised work to improve the interior appearance of the car. This car did have restrooms last summer but their appearance was very poor. Bill was able to secure a

donation of some materials from Home Depot with which he has spruced up the bathrooms. Bill has also done extensive work on the air conditioning equipment on this and other cars.

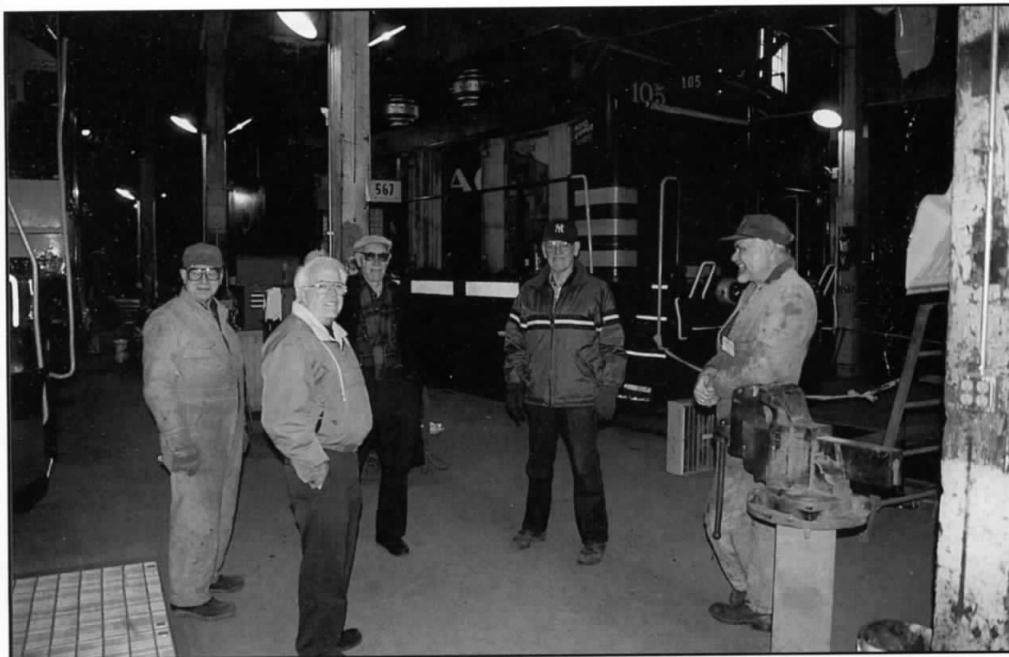
All three of the diesels will also spend time inside the roundhouse. 105 is getting a bi-annual inspection which involves renewing all of the air brake equipment and extensive inspection of the electrical equipment. 559 needs only a ninety-two day inspection at this time which should allow it all of the operating time it will need this season. 3310 also is receiving attention. **Phil Wellman** is coordinating the volunteers on the locomotives with **Ron Erickson** assisting on the inspections.

A large annual expense in past years has been for getting airbrake equipment rebuilt by outside vendors. The brake equipment by law has to be renewed on a regular schedule and must be carefully done. With **Ron Erickson** now part of the maintenance management group we are starting to do much of the work in house. Ron has had many years experience in this work during his career with the BN. **Eric Hopp** has been learning how to perform the work.

When the time came to bring the railroad division's maintenance work inside the roundhouse much work had to be done to make the interior space available and still leave access to the enormous quantity of stored items. **Scott Reed** took on the task and recruited others to help so that there was plenty of room to start equipment work.

Annual recognition banquet.

The annual recognition banquet was held later this year due to scheduling difficulties with the facility where it had been held for several years. The evening of Friday February 1 found the Railroad Division Volunteers gathering at the Fort Snelling Club for dinner, credits, and presentation of historical railroad pictures. Arrangement details were taken care of by volunteer coordinator **Jan Edstrom** with the able help of **Dee Smith Lindeen** and **Jan Ahlgren**. Superintendent **Bill Handschin** acknowledged the hard work of the volunteers during the past year. The MTM Executive Director, **Don Meyer**, presented the Todd Rust Memorial Award to **Richard Kasseth**. This is a new service award given for the first time this year. Richard has been a tireless volunteer for many years, spending most of his time assisting with work around the roundhouse. Everyone who has worked at Jackson Street knows that if they have a



Ron Beck at far left, and Tony Becker and Keith Skeivik at right give visitors a tour at Jackson Street. Thanks to the new turntable, working Osceola locomotives #559 and #105 are inside the roundhouse for repairs. George Bergh photo.

question, or need to find something, that they will get what they need if they find Richard. The gathering was concluded with an historical picture presentation of mostly Great Northern photo by John Wickre.

Planning and marketing

The operating schedule for 2002 is somewhat more ambitious than previously with the addition of pizza trains and the possible availability of charters on additional days. An effort is also being made to promote first class service more extensively. It is hoped that these additional services will attract a different group of people than what might travel on our regular trips and thus increase our seasonal totals. This expanded schedule will create more operating positions which will help keep everyone's skills sharp.

The marketing committee, chaired by Kurt Mahre, has met several times and has explored several things that will get the word out about our operation. The group wants to create and distribute a railroad-only brochure to supplement the usual museum wide advertising. Many things, such as ticket specials, are being considered to increase ridership. Bill Handschin has indicated that the division has a fund raising goal of finding \$29,000 from sources other than selling tickets.

The Great Northern Railway Historical Society has moved its GN caboose #X-240 to Jackson Street from its former storage spot in Buxton, ND. The car was built at St. Cloud. Eric Hopp photo.

Safety and Training

Morten Jorgensen, chairman of the Safety and Training Committee, has been conducting special classes for people who wish to become qualified members of the operating crew. With the assistance of Kurt Mahre he will likely have eight new volunteer crew members this summer. On March 16 the committee presented an optional training session for operating crew members. This session counted toward the required training hours necessary for crew people to stay qualified. Several topics were addressed including a discussion of rule changes for this season.

Steam program report

- George Bergh

Work on the MTM steam locomotive program continues to move steadily forward. Under the leadership of Steam Foreman John Oliver, visitors to the Jackson Street Roundhouse will always see someone working on Northern Pacific locomotive #2156. Small-sized engine parts have been removed, cleaned and sandblasted, painted, labeled and organized for later assembly. The reverser tumbler (yoke) has been removed completely. The brake rigging and brake cylinders have been disassembled, with rebuilding of this equipment underway. When roundhouse activity permits, the engine will be moved to track #16, of Bay C. The next steps will involve "jacking up" the locomotive and rolling out the pilot and trailing trucks and removal of the spring rigging. Ultrasound analysis of boiler wall thickness is on "hold" due to lack of funding. All in all, restoration continues to move slowly but steadily ahead, in spite of the tight monetary conditions.

Engine NP #328 has been moved into the pole barn and is under cover as it awaits boiler sandblasting this summer. Ultrasound analysis will follow as funding permits.

NP engine #2153 continues to reside at East Grand Forks. Spring highway road restrictions were suddenly and unexpectedly applied early this mild winter, just as the moving crews were about to drive to the project site. When spring road restrictions are withdrawn, NP #2153 likely will appear at the Jackson Street Roundhouse.

Strong volunteer support of the steam restoration effort continues.





Scenes inside Jackson Street. Bay D is the exhibit area, open to the public every Saturday and Sunday. It is gradually being discovered, often by families with small children. Dan Patch locomotive #100 is the first exhibit people see after paying their admission. It is followed by a Northern Pacific wood caboose, the business car Gopher and the track work exhibit. Bill Graham photos.

Active volunteers have been John Oliver, Ron Beck, Mike Gamble, Richard Kasseth, Dave Wantz, Mike Dorn, Craig Pettigrew, Chuck Dahl, Mike Matson, Marv Heller, Richard Solstad Blair Dollery, Jim Steinworth, Keith Skeivik, Pete Zeller, and Lee Tuskey. Bob Gross continues to apply his machining expertise to construction of a labor saving flue debanding tool, as well as work on the reversing equipment on the #2156. And, thanks go to Mike Dorn for his donation of a new shop vacuum cleaner.

Of note has been the strong interest and support by the Jackson Street Museum visiting public. Conducted museum tours are brought into Bay C, where the steam engine work takes place. John Oliver and other MTM volunteers, will be seen discussing the history, the progress of restoration, or how the Northern Pacific Engine #2156 works. Visitors are seen carefully peering into boilers or examining the running gear.

From the mechanical department, and Chris Olson comes thanks to the volunteers who provided monetary support to rebuild a shop grinder.

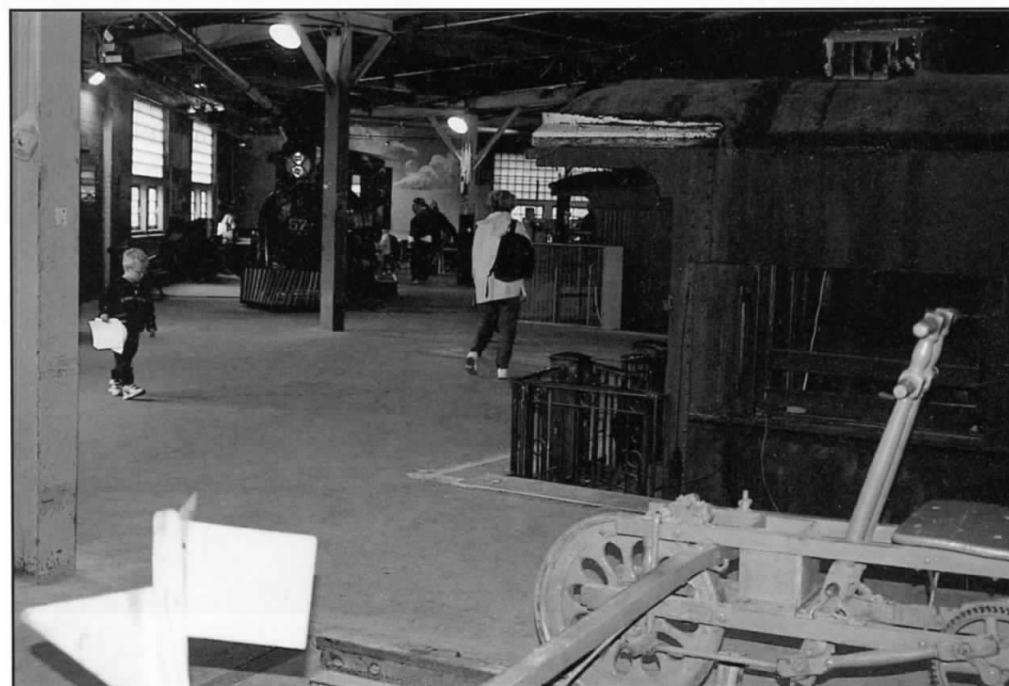
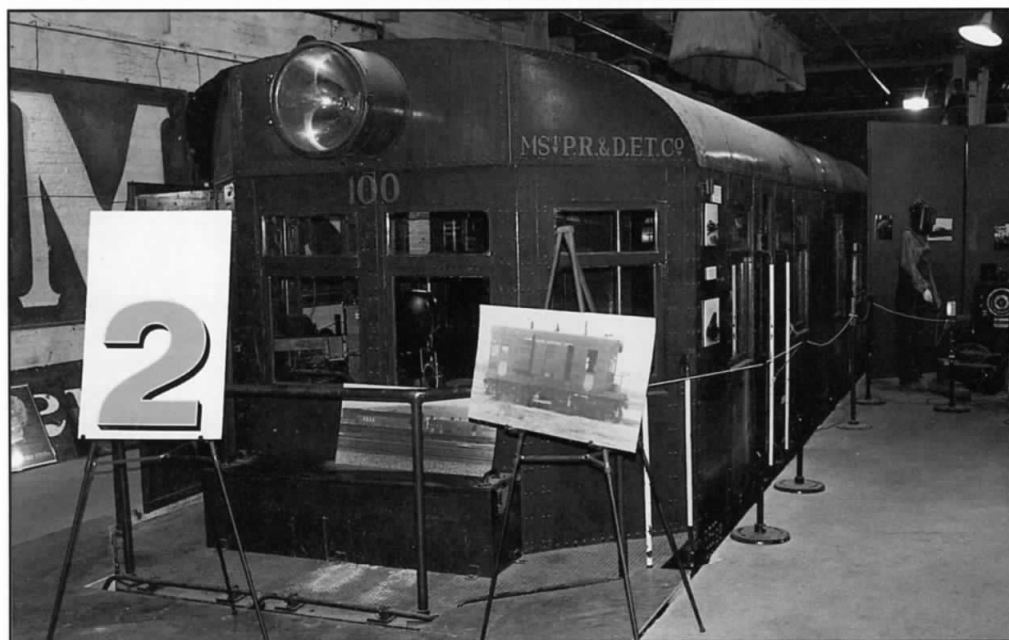
LAKE MINNETONKA DIVISION REPORT

-Ann Merriman

Collections management

Beginning in September 2001, the Lake Minnetonka Division began a large collections management program. The goal is to properly document and photograph the articles held in this division's care and to accession them into the Museum's collection. Further, it will be determined if each object meets the criteria of the Museum's collection policy, and the appropriateness of retaining each object will be addressed.

Volunteers Jim Jurgens and Bob Johnson and LMD staff member Christopher Olson began the project, with LMD staff member Ann Merriman continuing the process over the winter. During the process, things are being differentiated into three classes: decorative object, antique, and



artifact. Simply because something is donated to the Museum does not make it an artifact, and this distinction is extremely important. To date nearly 75 articles have been fully documented and labeled, and acquisition sheets have been created. These sheets provide the basic information about each article in the collection that includes the MTM acquisition number, donor's name, dimensions, a color photograph, and the object's disposition. The LMD staff thanks Jim and Bob for their on-going efforts in collections management.

Photograph acquisition

Volunteer **Jack Kegel** has passed along a photographic reproduction of three streetcar boats at the Excelsior dock from the collection of **Louella Dovenberg**. Mrs. Dovenberg's cousin, **Sue Guenther**, works with Jack and she duplicated a print from the original for the Museum. The photo was taken after 1911 since the boats carry canopies and probably after 1915 because of the small destination signs. If it could be determined whether the boats do or do not have lavatories would also help pinpoint the date, since they were removed in 1911 and put back in by 1915. It is too bad the photographer wasn't a little closer to the boats so that we could see their names. At least we know that none of them is Excelsior. The LMD extends its thanks to Mrs. Dovenberg, **Sue Guenther**, and to Jack for their efforts and generosity.

Several other photographs have been discovered in the LMD office files that most volunteers probably have never seen. Four of the images were donated to the Museum by **Robert J. Putnam** of Minneapolis in December 1996. They depict two or three different boats, and one has the Moore torpedo stern. Another photograph, donor unknown, of the Museum's tugboat Toot, taken in 1982, shows her zooming along Lake Minnetonka.

Volunteer Appreciation Dinner

On February 2 the LMD and MTM acknowledged the great volunteers who keep the Minnehaha and Streetcar 78 running, and who are restoring Streetcar 1239, with a great dinner at Bayview Event Center. Over 80 volunteers and guests, LMD staff, and MTM Executive Director **Don Meyer** attended the dinner. A silent auction offset the costs of the evening and many volunteers were acknowledged for their efforts. Volunteers with 40 or more volunteer hours received a silver or gold star, including:



On a lake made turbulent by scores of powerful motor boats, Minnehaha and its torpedo stern pass serenely leaving hardly any wake at all. Aaron Isaacs photo.

Charles Barthold	40 Hours Plus	John Love	116.25 Hours
Dave Kettering	40 Hours Plus	Jerry Olsen	118.5 Hours
Wally Krake	40 Hours	Neil Howes	119 Hours
John Senior	40 Hours	Jack Kegel	140.75 Hours
Bob Beyer	40.5 Hours	George Isaacs	147.75 Hours
Steve Schmidt	40.5 Hours	John Schroeder	148.75 Hours
Barb Thompson	41.25 Hours	George Ittner	150 Hours
Dave Blanchard	43 Hours	John Petronek	157 Hours
Chris Dovolis	43 Hours	Brad Buxton	163.5 Hours
Dave Irey	43 Hours	Tom Roberts	171.25 Hours
Bob White	43.5 Hours	Christopher Olson	211.5 Hours
Steve Decatur	43.5 Hours	Mike McWilliams	213 Hours
Jean Jones	43.75 Hours	Scott Heiderich	240.5 Hours
Jim Hewett	45.5 Hours	Mike Buck	245 Hours
Liz Kramer	46.5 Hours	Kerm Stake	251.5 Hours
Clarence Rud	45.5 Hours	Ken Albrecht	261.5 Hours
Cliff Schlueter	48 Hours	Bill Graham	264.5 Hours
John Bulajic	48 Hours	Jim Willmore	297.25 Hours
Steve Williams	48.5 Hours	Ann Merriman	313.75 Hours
Bruce Tuttle	50 Hours	Bob Dumas	376 Hours
Neal Heminger	50.75 Hours	Bob Johnson	483.5 Hours
Ed Waldroff	50.75 Hours	Comfort Leckie	562.5 Hours
Jackie Irey	53.25 Hours		
Nancy Schroeder	54.75 Hours		
Fred Rogers	55 Hours		
John Titterington	57.5 Hours		
Ann Johnson	57.75 Hours		
Brad Blasing	64 Hours		
Margaret Henry	66.5 Hours		
John Anderson	72.5 Hours		
Jerry Hansen	74 Hours		
Jim Jurgens	79.5 Hours		
Bruce Christianson	80.5 Hours		
Mike Kramer	86.5 Hours		
Duane Behning	89.5 Hours		
Jim Larson	90.5 Hours		
Ross McGlasson	94 Hours		
Phil Settergren	103.5 Hours		
Chuck Rud	113.5 Hours		

Comfort Leckie was named "Empress of Volunteer Hours" and given a trophy, medal, and crown of laurels. Other awards given out during the awards ceremony include:

Really Good Kid Award
Liz Kramer
Torch of Perseverance
John Schroeder
Ticket Office Troopers
Comfort Leckie
Jackie Irey
John Schroeder
Nancy Schroeder
John Love
Barb Thompson

Sorta New Guy Awards

Bob Beyer
Steve Decatur
Jack Kegel
John Petronek
Steve Schmidt
Carl Soneson
Tom Roberts
Chuck Oberg
Dave Carroll
Robert Johnson

Streetcar Guys Awards

Jerry Olson
Phil Settergren
Neil Howes
George Isaacs
Jim Willmore
Bill Graham
Scott Heiderich
Eric Eaton
George Ittner
Bob Dumas

Trolley Seller Awards

Ken Albrecht
Dave Irey & George Isaacs

Pied Piper Award

Kerm Stake

Golden Spongy and Tools Awards

Brad Buxton
Bob Johnson
Mike Buck
Kerm Stake

Engineer Maintenance Awards

Jim Hewett
Leo Eiden
Virgil Behounek

GEAR Guys

Bob Johnson
Kerm Stake
Mike Kramer
Bob White
Ross McGlasson
Bill Herzog

Swimming With the Fishes Award

Jim Jurgens

Former Big Cheese Award

Mike Miller

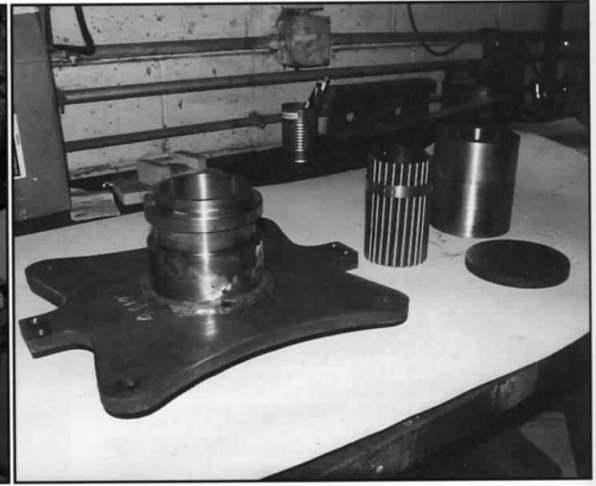
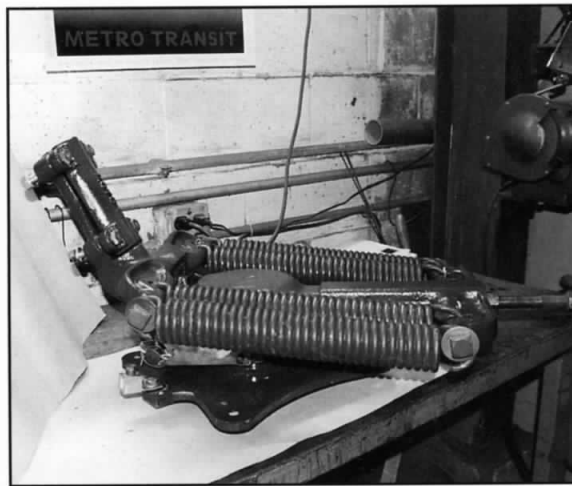
Big Grand Poobah Award

Don Meyer

Volunteer of the Year

Bob Johnson

Some of the awards may merit explanation. **Liz Kramer's** "Really Good Kid Award" was given to her because the LMD feels that any teenager who donates nearly 50 hours of their summer to our museum deserves special recognition. **Johnn Schroeder's** "Torch of Perseverance" award was given to him for his persistence with scheduling, engineer training, and ticket office volunteerism. Although most of the "Sorta New Guys" have over 100 hours of volunteer time, the LMD wanted to acknowledge their first season efforts with the



These are the parts of the trolley pole base for #1239. The stainless steel components were unavailable and were machined at the Linden Hills carbarn. The four spring trolley was overhauled there as well. Phil Settergren photos.

Museum. **Kerm Stake's** "Pied Piper Award" stems from his ability to draw them all in, young and old alike. **Jim Jurgens'** "Swimming With the Fishes Award" stems from his little swim during last season where he took a header off the Home Dock one evening. Unfortunately Jim lost his glasses during the swim, and a search of the bottom using SCUBA only came up with milfoil. **Mike Miller's** "Former Big Cheese Award" acknowledges his many years as Chair of MTM's Board of Directors.

Besides the silent auction, an exhibit called "2001 in Review" graphically depicted participants in last year's GEAR Program and other events. Also playing on the TV was an eight-minute piece about Minnehaha created by the Minnesota State Lottery's show "Environmental Journal." Staff from the show rode on Minnehaha during some Fall Colors Cruises and represented the boat, volunteers, and Museum in a wonderful light. The LMD staff wish to thank everyone for coming to the dinner and we hope everyone had a good time.

2002 Boat Show

Once again the Bob Speltz Chapter of the Antique and Classic Boat Society provided a space for the LMD to set up an exhibit at the Minneapolis Convention Center Boat Show from January 23-27. Volunteer **Bob Johnson** was responsible for this year's exhibit that was designed by volunteer **Jim Ogland**. Every year our purpose for being at the Boat Show is to educate the public about the Minnehaha and to recruit new volunteers. Interest in the Museum was high and several potential volunteers were signed up. The LMD thanks these volunteers for donating their time at the show: **Mike Buck, Brad**

Buxton, Bob Johnson, Jack Kegel, Jim Larson, Ross and Martie McGlasson, Chuck Rud, Cliff Schlueter, Nancy and Johnn Schroeder, Carl Soneson, Kerm Stake, Bob White and Jim Willmore.

Boat barn news

Winter maintenance on the Minnehaha is proceeding quickly. The upper deck canvas is gone and patching of rotted areas is nearing completion. New deck canvas is being applied and painted, and the replacement of the upper deck trim is on going. The main hull paint scraping is proceeding, with a new paint job eminent.

2002 Minnehaha and Streetcar 78 schedules

The 2002 operating schedule for the LMD has been set and appears below. The length of the morning cruise has changed, there will be three shorter Fall Color Cruises instead of two longer ones, and our prices have raised after three years of stability. Please notice the special events days where our schedule has been changed. Further, the steamboat and streetcar will be operating for the 50th Minnetonka High School All Class Reunion. Check out their website that features Minnehaha and Streetcar 78 at www.minnetonkaalumni.com. Other websites that have information and photographs of Minnehaha are the joint site maintained by the Excelsior and Wayzata Chambers of Commerce through Explore Minnesota at www.exploreminnesota.com and the "America's Library" site at www.americaslibrary.com. Also check out the January/February edition of AAA's "Home and Away" magazine, Minnesota edition, for a feature on the Twin Cities that includes a bit on Minnehaha.

2002 Steamboat Minnehaha Schedule

Regular Season Operating Schedule

Saturdays, Sundays, and Holidays

May 25 - September 15

(Except June 8, July 27,
September 7 - 8 - See Below)

1 Hour Cruise- Adults \$7, Children \$5

Depart Excelsior 10:30 am

Arrive Excelsior 11:40 am

Round Trip- Adults \$12, Children \$8

Depart Excelsior 12:00 pm

Arrive Wayzata 1:00 pm

Depart Wayzata 1:30 pm

Arrive Excelsior 2:40 pm

Round Trip- Adults \$12, Children \$8

Depart Excelsior 3:00 pm

Arrive Wayzata 4:00 pm

Depart Wayzata 4:30 pm

Arrive Excelsior 5:40 pm

1.5 Hour Cruise- Adults \$9, Children \$7

Depart Excelsior 6:00 pm

Arrive Excelsior 7:30 pm

Art on the Lake in Excelsior,

Saturday, June 8

1 Hour Cruises - All Tickets \$7

Depart Excelsior at:

10:30, 12:00, 1:30, 3:00, 4:30

Crazy Day in Excelsior

Saturday July 27

1 Hour Cruises - All Tickets \$7

Depart Excelsior at:

10:30, 12:00, 1:30, 3:00, 4:30, 6:00

James J. Hill Days in Wayzata

Saturday, September 7

1 Hour Cruises - All Tickets \$7

Depart Wayzata at:

10:00, 11:30, 1:00, 2:30, 4:00

Sunday, September 8

Depart Wayzata at:

10:00, 11:30, 1:00, 2:30, 4:00, 5:30

Fall Color Cruises

Saturdays and Sundays

September 21 - October 13

Three 1 Hour Cruises - Adults \$7,
Children \$5

Depart Excelsior 12:30 pm

Arrive Excelsior 1:40 pm

Depart Excelsior 2:00 pm

Arrive Excelsior 3:10 pm

Depart Excelsior 3:30 pm

Arrive Excelsior 4:40 pm

Wayzata Concert Series

Wednesdays June 12- August 7

Round Trip- Adults \$12, Children \$8

Depart Excelsior 6:00 pm

Arrive Wayzata 7:00 pm

Depart Wayzata 8:30 pm

Arrive Excelsior 9:30 pm

2002 Schedule - Streetcar 78

May 26 - October 13

Saturdays and Holidays

10:00 am - 4:00 pm

Sundays

1:00 pm - 4:00 pm

Thursdays

3:00 pm - 6:00 pm

**EXCELSIOR
STREETCAR REPORT**

-Bill Graham

When winter descends on Excelsior, members of the faithful must squeeze winter vacations into their regular car barn activities. Some wander as far afield as Taiwan and Bali, while others are content with Florida or Arizona. They come flocking back to the barn to take up their projects just as they had left them.

Bob Dumas, this year's winner of MTM's George Isaacs Award, finished restoring and re-installing car 1239's windows and associated woodwork. That amounts to 35 windows, 70 sash units with guide strips, facing pieces and windowsills. Now the inside of the compartment has that sparkly, finished look about it. Modified straphanger rods and brackets are being installed at the rear of the car, using pieces from MTM's inventory.

Jim Williams has applied the gold leaf "No Smoking" signs inside the car. Jim did an autopsy on the number placard of car 1215 to learn how the numerals originally were applied. Each number was laid onto the wood in white gold leaf. The leaf was then varnished and puffed with copper powder to create an antique gold patina. The numerals were outlined in a thin black stripe. Even though 1215's



Every winter, Minnehaha recovers from the previous summer. Mike Buck does the dusty job of sanding the hull. Brad Buxton is working on the joint between the cabin wall and the roof, where water got in. Aaron Isaacs photos.



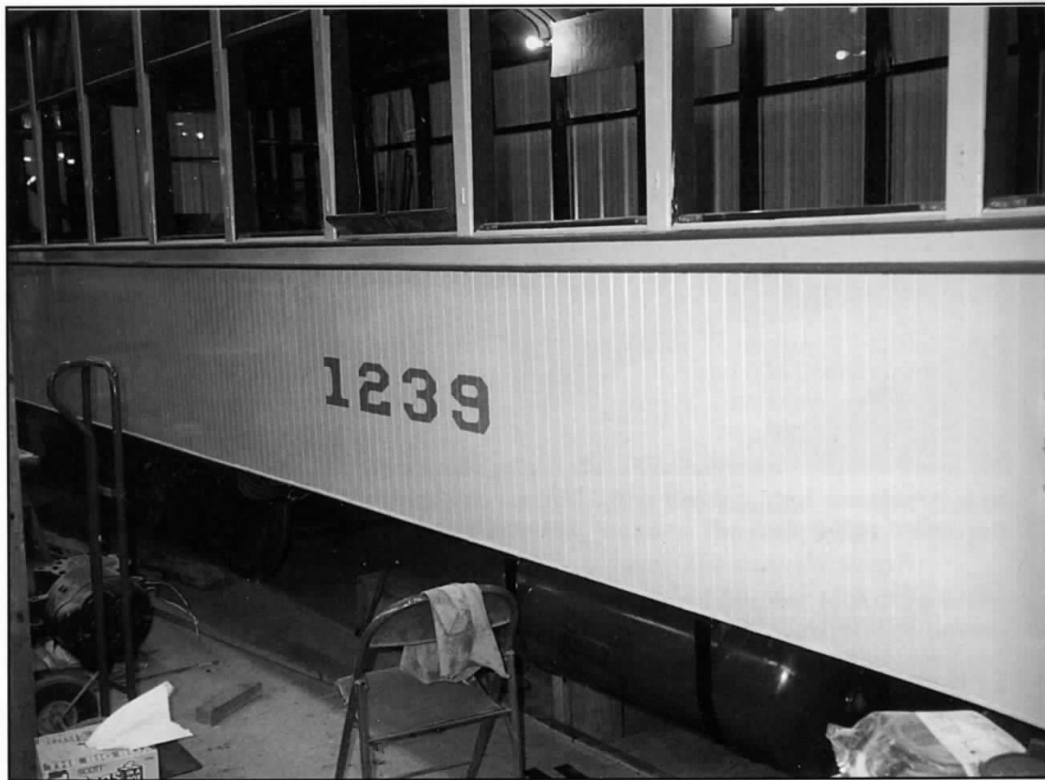
number placard has suffered through nearly 100 cold winters, her numerals still have a comfortable, ageless quality about them.

Ken Albrecht first made patterns from which to cast new brake shoes for car 265's Brill trucks. The new shoes fit the Brill hangers like a glove. Ken continues to work with a shop in Mankato which is fabricating step tread material and other pieces for the rear step well. The tread is an open type that allows dirt and ice to fall directly through the step to the ground below. The new tread will closely match the original TCRT treat style.

The Tuesday bunch, **Keith Lindbergh**, **Phil Settergren**, **Jerry Olson**, **Jim Willmore** and **Neil Howes**, continue working on the main wiring harness, now permanently connected to both back-up controls and the front-end controller. With the brake rigging complete, the group now is working on installing the air compressor. **George Ittner** has taken apart the trolley retriever received from the late **Gene Corbey's** estate. The retriever uses a powerful coiled spring to yank down the trolley pole in the event of a dewirement. This retriever's spring had crystalized sometime in the past 50 years and fractured into dozens of short pieces. A new spring will need to be found.

At the Linden Hills carbarn, the Tuesday guys are overhauling a main contactor assembly to be installed on MTM's 1239. This item was among those lately received from the Shoreline Trolley Museum, Branford, CT, in exchange for MTM's former PCC car 416. Interspersed with major restoration work on car 1300, the workers continue to clean and prepare resistor grids for car 1239. **Bill Olson** continues to donate invaluable small hardware items, all of which have helped out the 1239 restoration very much.

Volunteers and visitors are always welcome at the barn. Please call **Bill Graham** evenings at 952-435-9724.



Progress on #1239. The exterior numbers have been painted, the interior woodwork and windows are done, and the under floor hardware, including these air tanks, is being installed.

The new exit into Excelsior from Highway 7 has been completed, including this new bridge over the streetcar line and county trail. It replaced the original 1905 vintage TCRT streetcar bridge. Aaron Isaacs photos.



THE THIRD BONESTEEL PHOTO SECTION

Post card collector extraordinaire **Pete Bonesteel** has previously opened his collection to the Minnegazette, resulting in all-Bonesteel photo sections in the Summer 1991 and Winter 1995 issues. He has been joined in the hobby by his son **Mark**. They have acquired lots of rare views, enough to fill this issue, including the front, inside and rear covers.

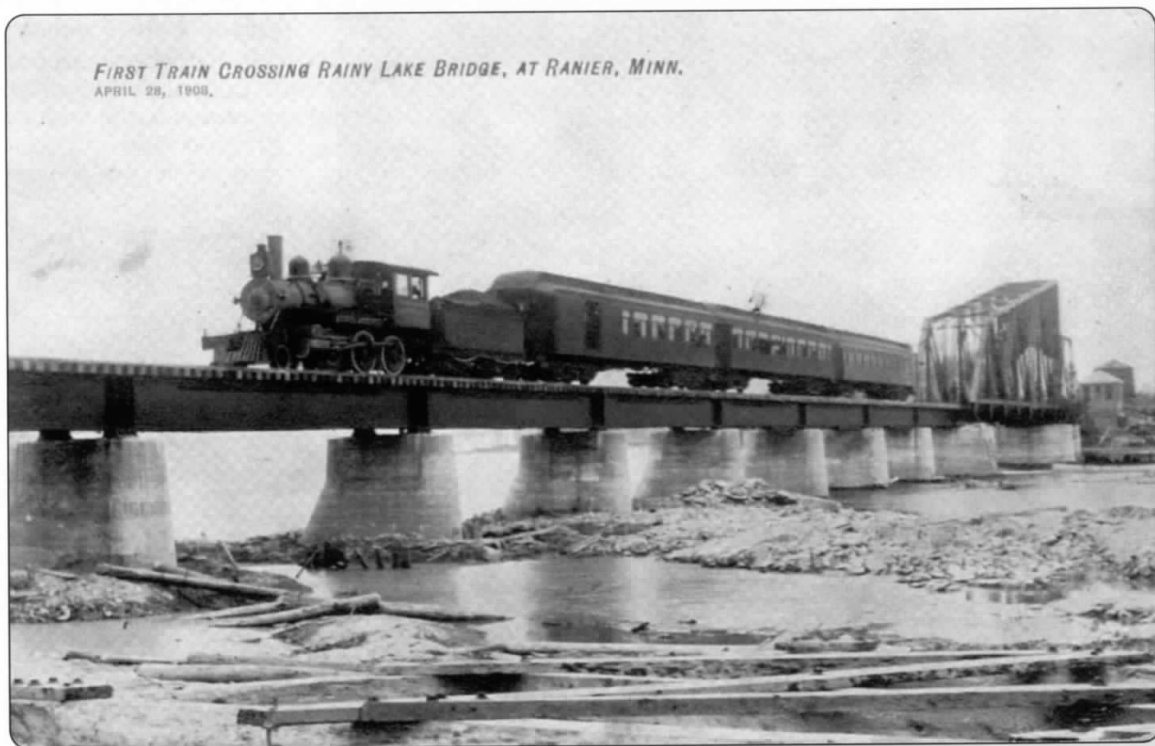
Gasoline Car Running between Duluth and Fond-du-Lac, Duluth, Minn.



McKeen cars weren't plentiful in Minnesota. The best known ran on the Chicago Great Western's Bluebird from Minneapolis to Rochester, and CGW McKeens made it to St. Paul into the 1940s. At top is the Northern Pacific's local between Duluth and Fond du Lac. The other photo shows the Minneapolis & Northern on Main Street in Anoka. This line later became the electrified Minneapolis, Anoka & Cuyuna Range.

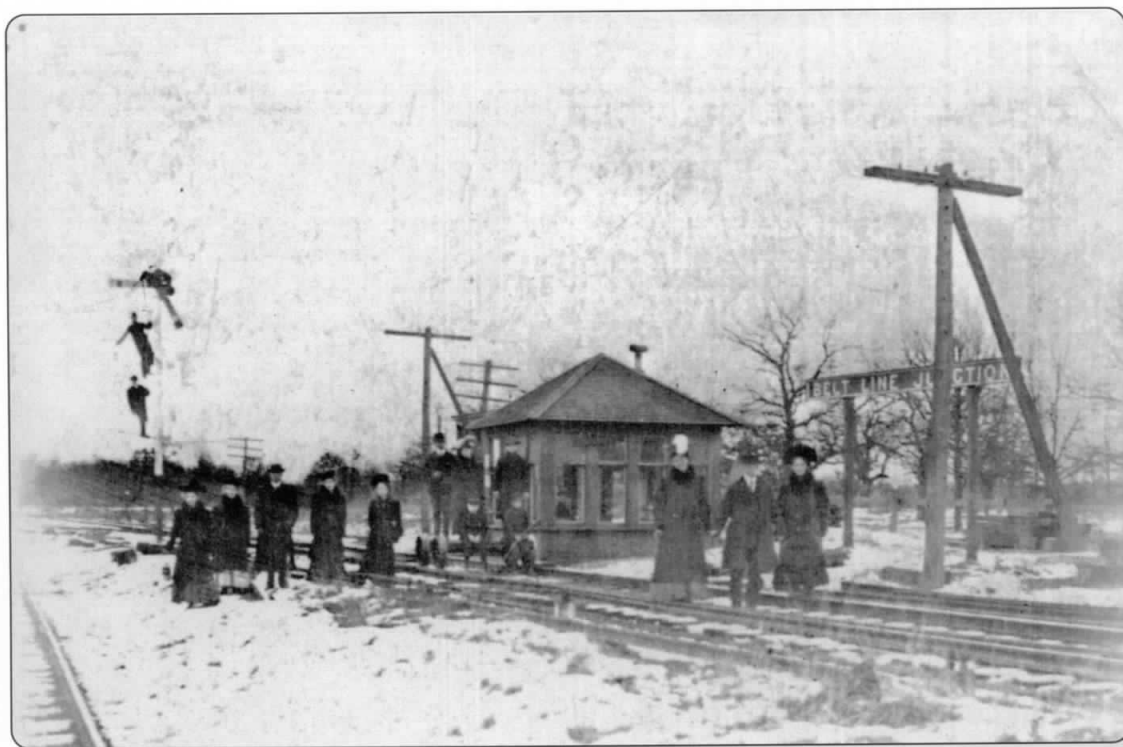


Minneapolis and Northern Street Car, Anoka, Minn.



The first train of the Duluth, Winnipeg & Pacific crosses the Rainy Lake bridge at Ranier in 1908.

This isn't a very good photo, but it's extremely rare. This is Belt Line Junction in Fridley, where the Minnesota Belt Line Railway & Transfer met the Great Northern and Northern Pacific at about 71st Avenue NE. The junction was created in 1892, and the Belt Line was purchased by the Minnesota Transfer in 1898. It is unknown when the line was cut back one mile to the present terminus just east of University Avenue.



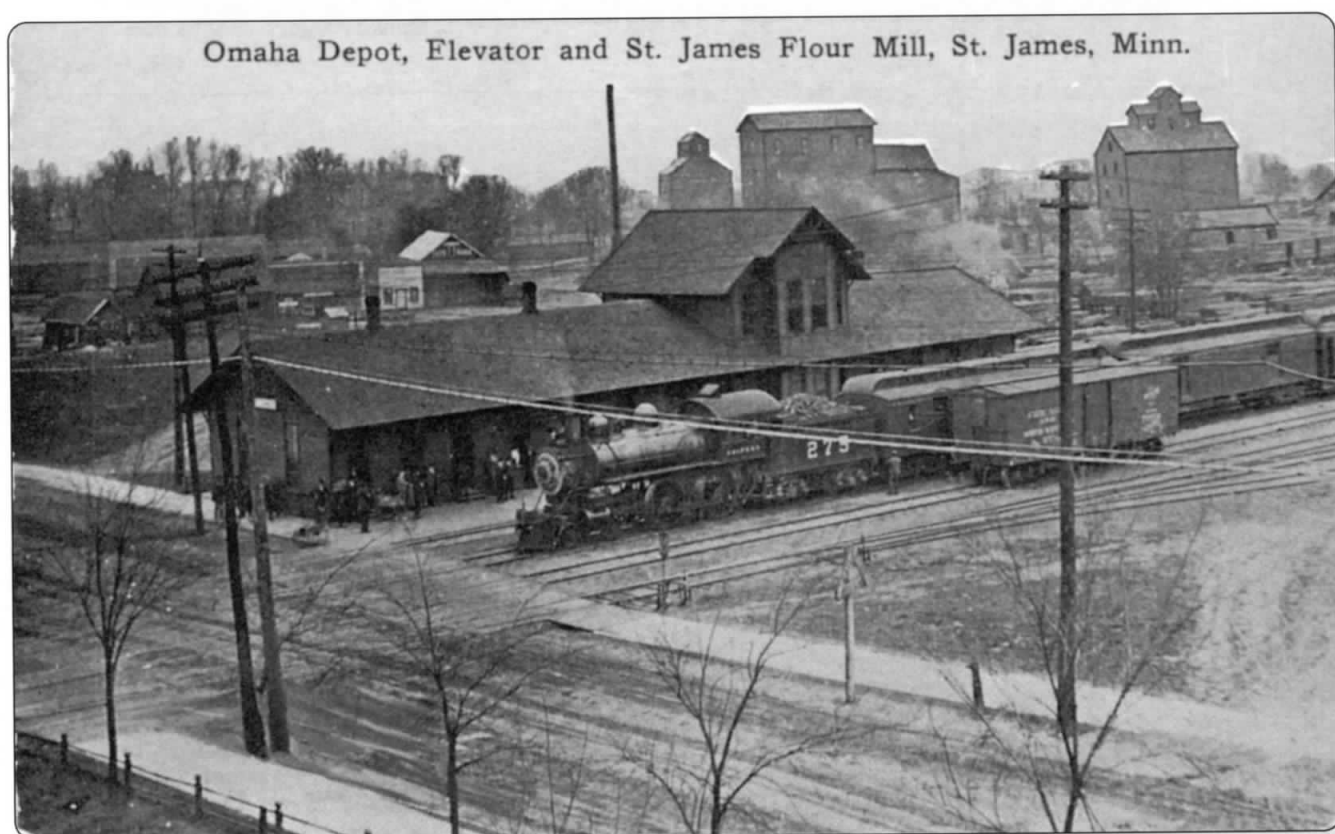


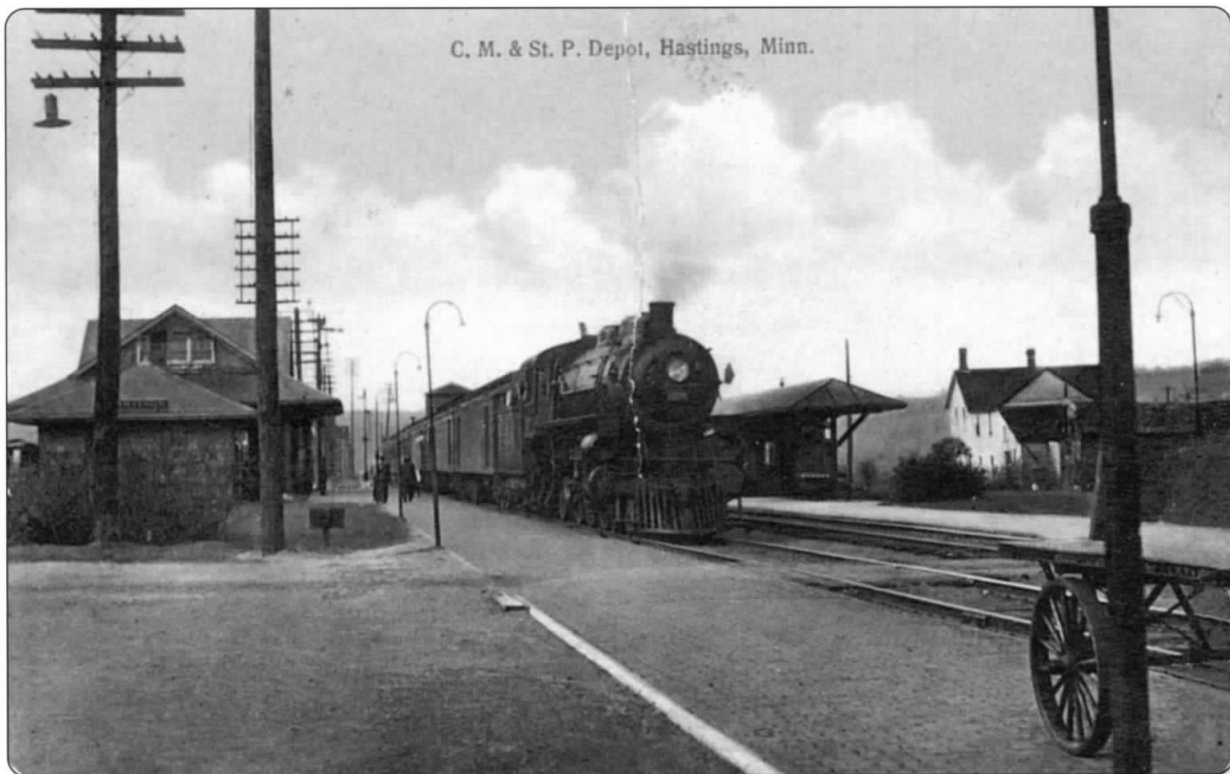
The Itasca Railroad's little, second hand 4-4-0 sits beside the depot at Deer River in 1903.





Two of Chicago, St. Paul, Minneapolis & Omaha's high wheeled 4-4-0s appear in these postcards along its line from St. Paul to Omaha via Mankato, St. James and Worthington.

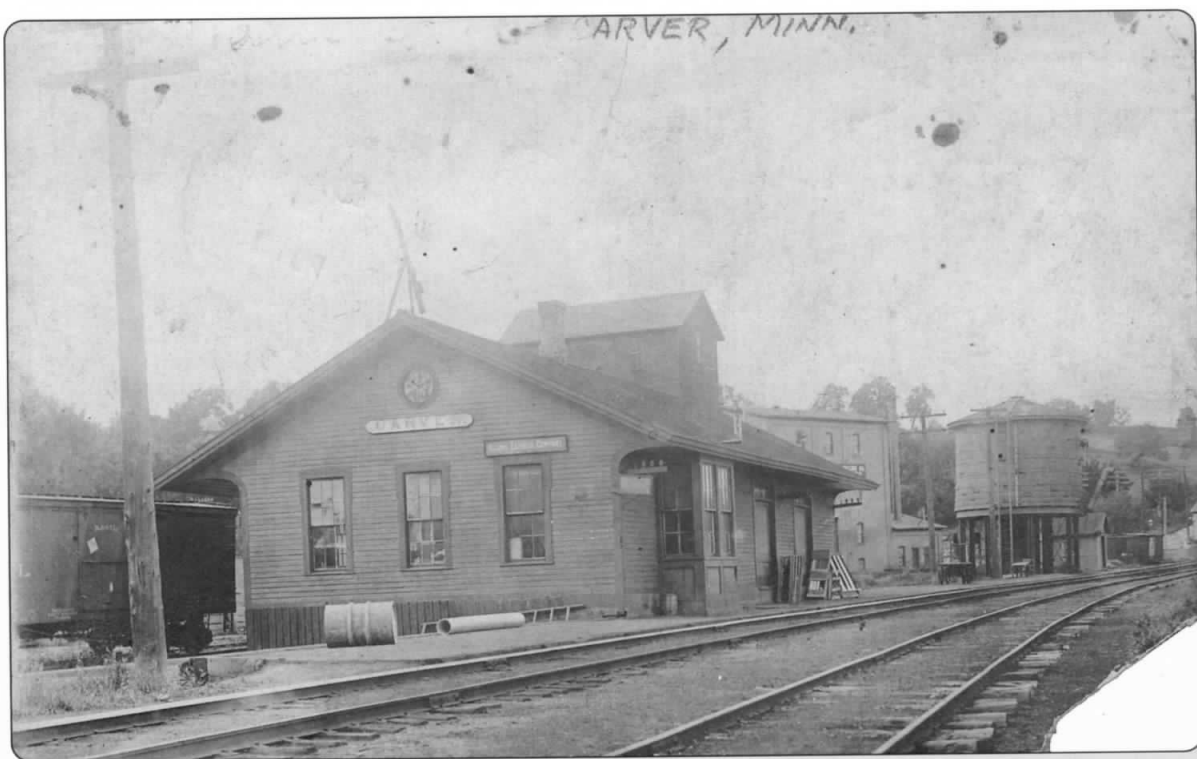




Another view of the Milwaukee Road's Hastings depot appeared in the Summer, 2001 issue. Here it is from the other direction. Note the waiting station canopy on the south side of the tracks.

Cohasset is the first station west of Grand Rapids on the Great Northern's Duluth to Grand Forks line.





Carver on the Minneapolis & St. Louis. The water tank has been preserved.

Vernon Center, on the Omaha's branch line from Lake Crystal to Blue Earth.



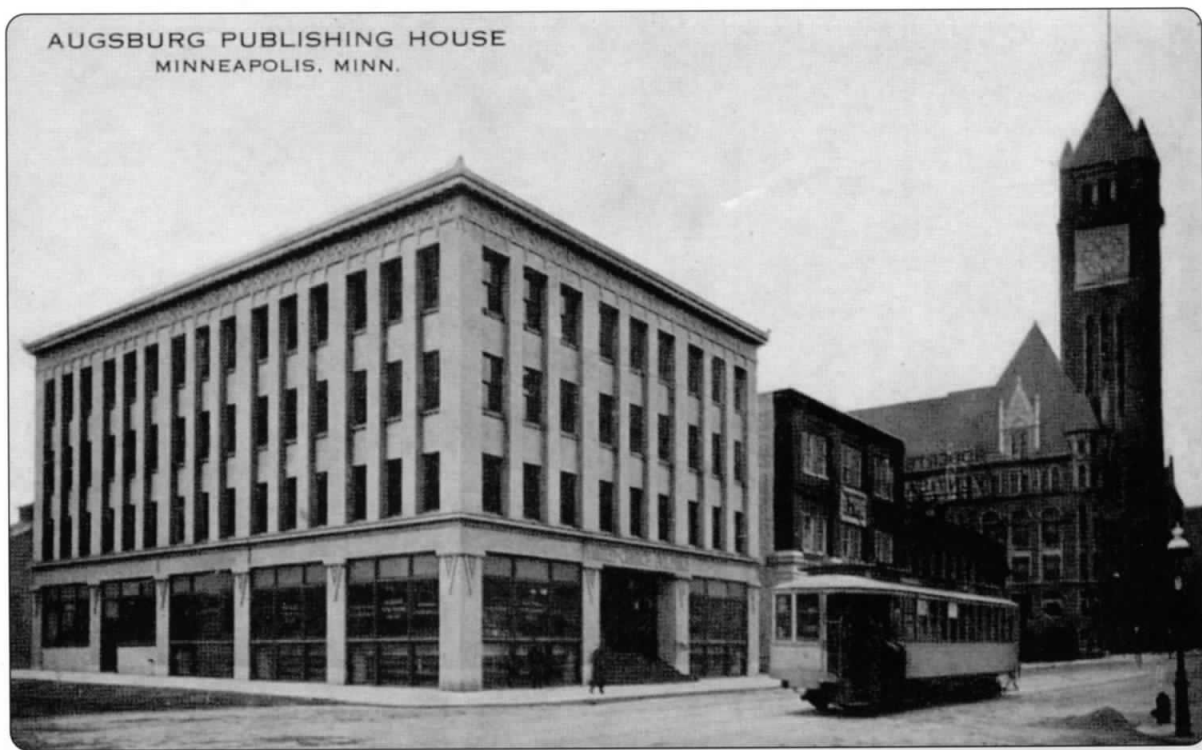
New and Old Depot, Two Harbors, Minn.



Here is the transition period between the old and new depots of the Duluth & Iron Range in Two Harbors. The newer building still stands today, used by the North Shore Scenic Railroad and the local historical society.

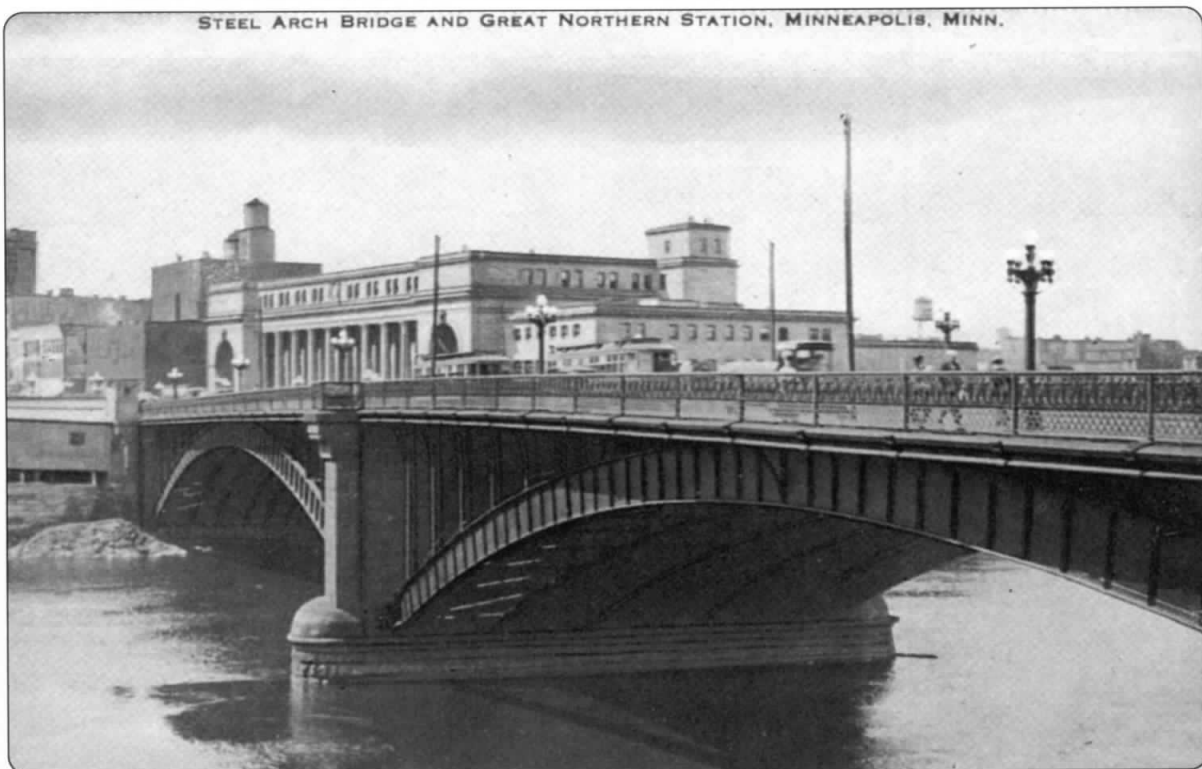
Surely one of the most durable service businesses in the Twin Cities, the St. Croix Drug Company continues to occupy the same Stillwater building shown in this 1900-vintage view. The streetcar at right appears to be one of the "windsplitters", early double truck cars stretched from single truckers in the TCRT shops.

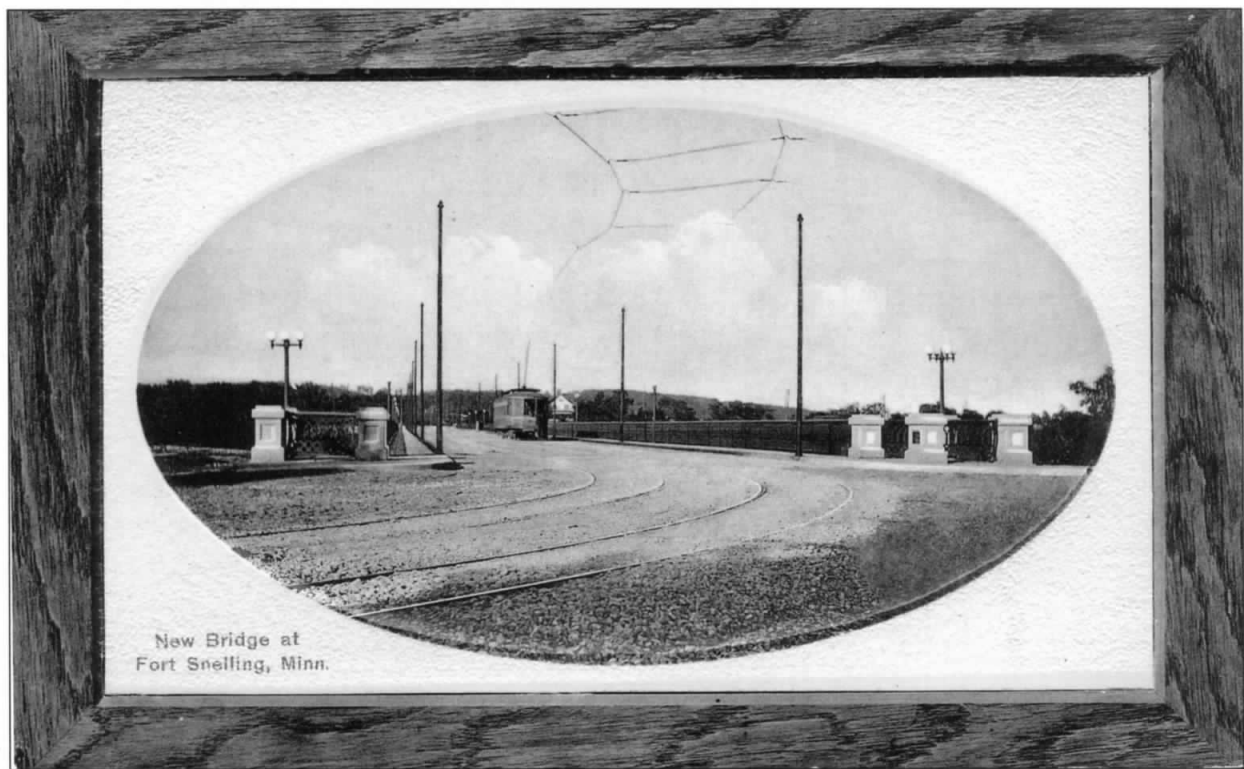




This is the Augsburg Publishing Company, on the corner of 4th Street and 5th Avenue South. A new Hennepin County Jail was recently built on the site, next to the Minneapolis City hall.

Hennepin Avenue streetcars cross the Mississippi River into downtown Minneapolis.

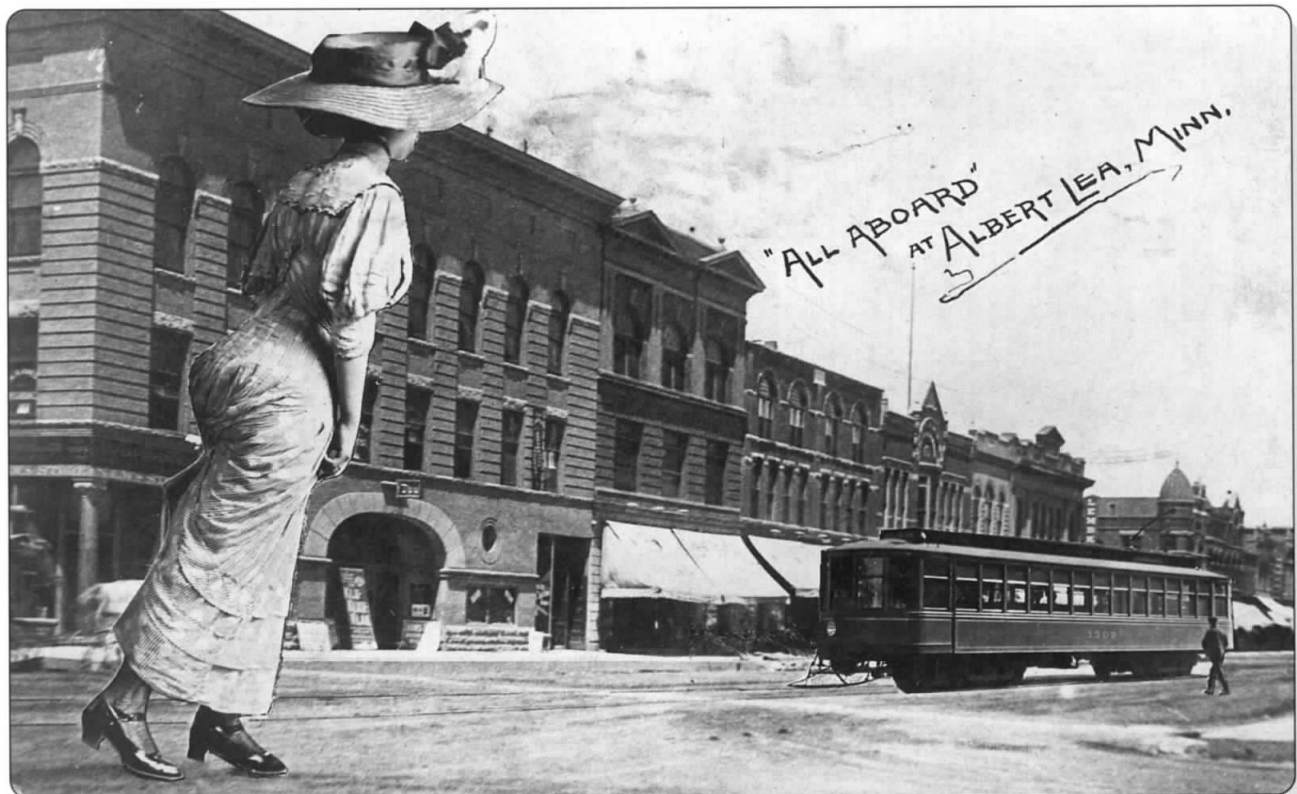




Not a postcard, this Minnesota Highway Department photo shows the corner of Hiawatha and 34th Avenue South in 1925. In the process of turning from East 42nd Street to 34th Avenue, the streetcar tracks ran on Hiawatha for one block. Today, light rail tracks are being laid where the houses are at left.



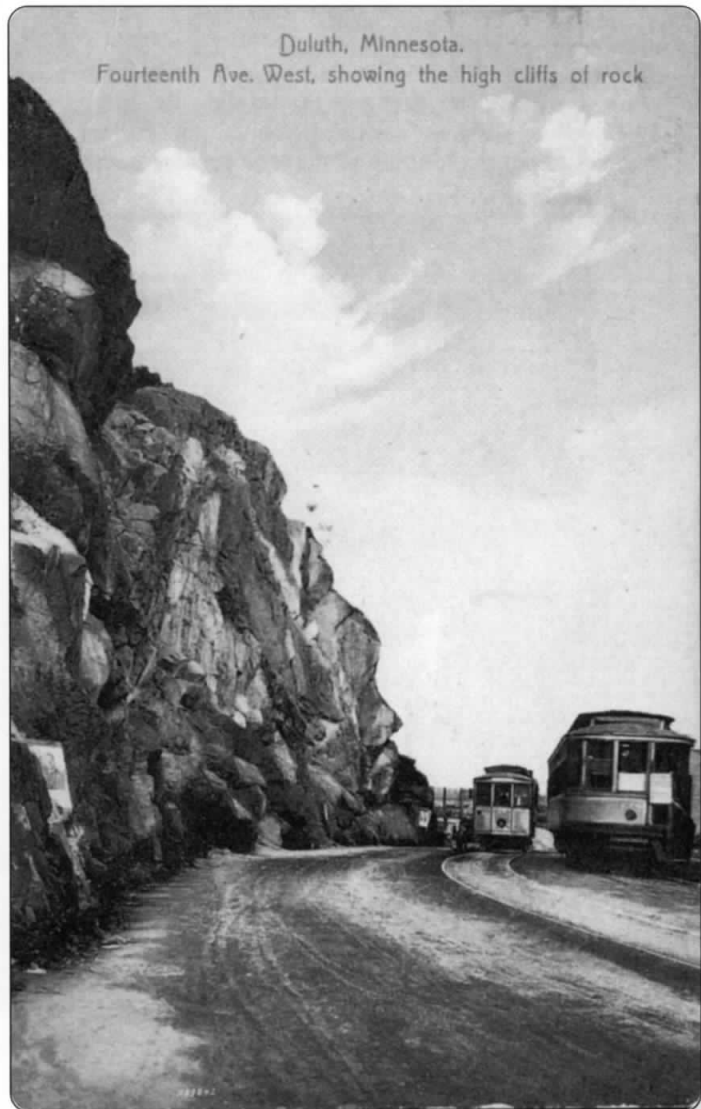
Here are two instances of faked streetcars, rather badly done attempts to convince the out of towners that Albert Lea and Cambridge had streetcar systems. The Twin City streetcar shown is #1309, a sister to #1300.

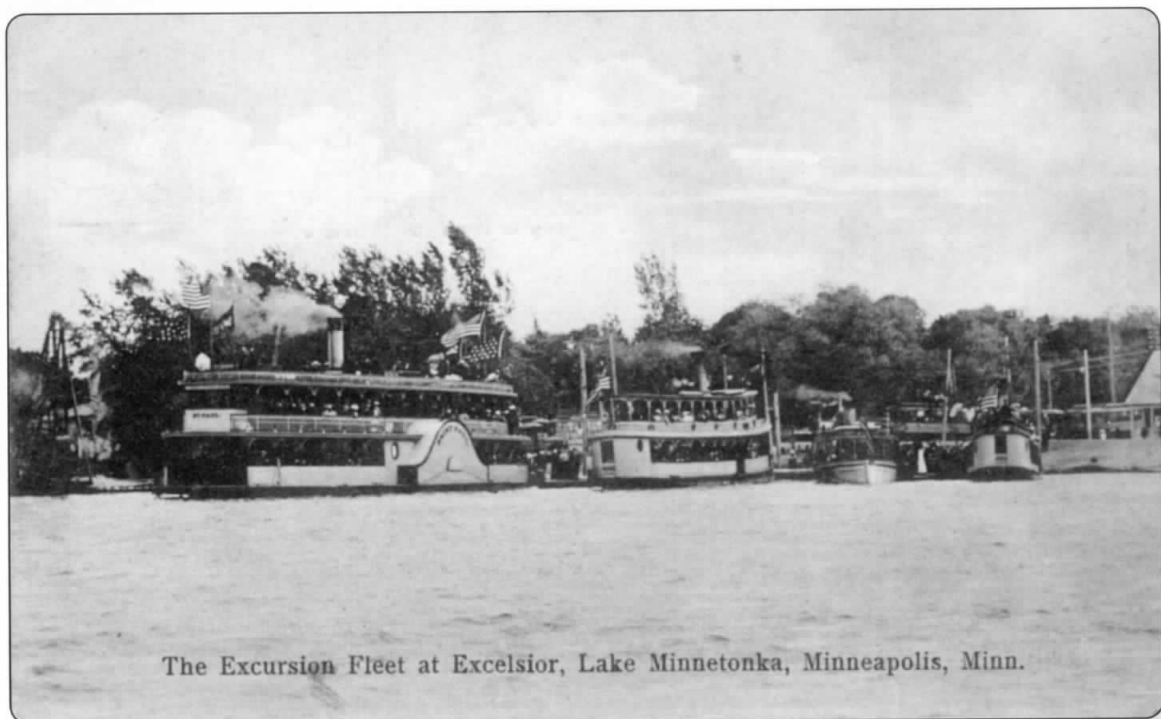




The Hotel Superior was located on Tower Avenue between 15th and 16th Avenue in Superior.

This is the famous Point of Rocks on West Superior Street. The car at left is #69, from the same order as MTM's #78.





This view of the Excelsior Docks is a bit different than most. It was taken from the northeast, and it shows the streetcars that met the steamboats. Left to right are the Big Island ferry St. Paul, in its 1905 yellow paint before being rebuilt, the Puritan, an express boat and the Plymouth. Reader guesses about the location of the lone express boat in the other photo are welcome.

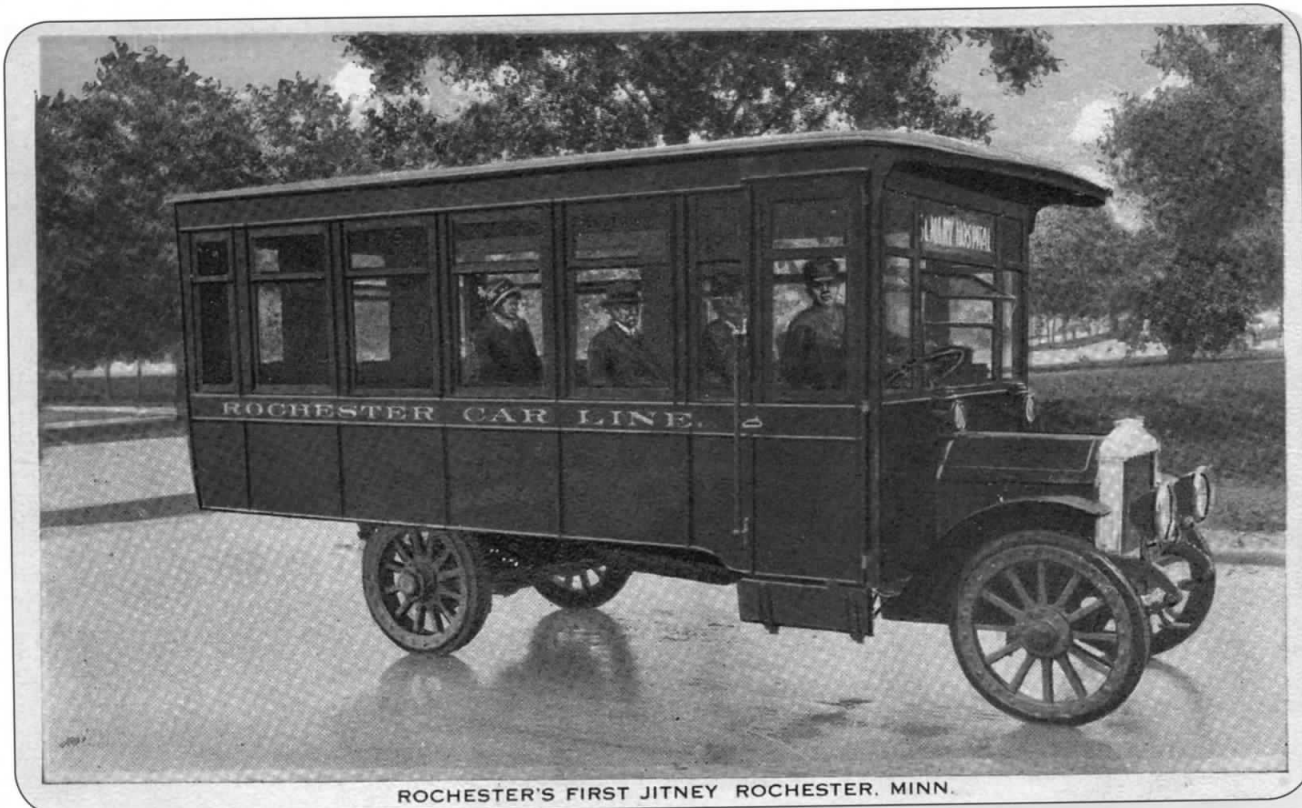


SCENE ON LAKE MINNETONKA, MINNEAPOLIS, MINN.



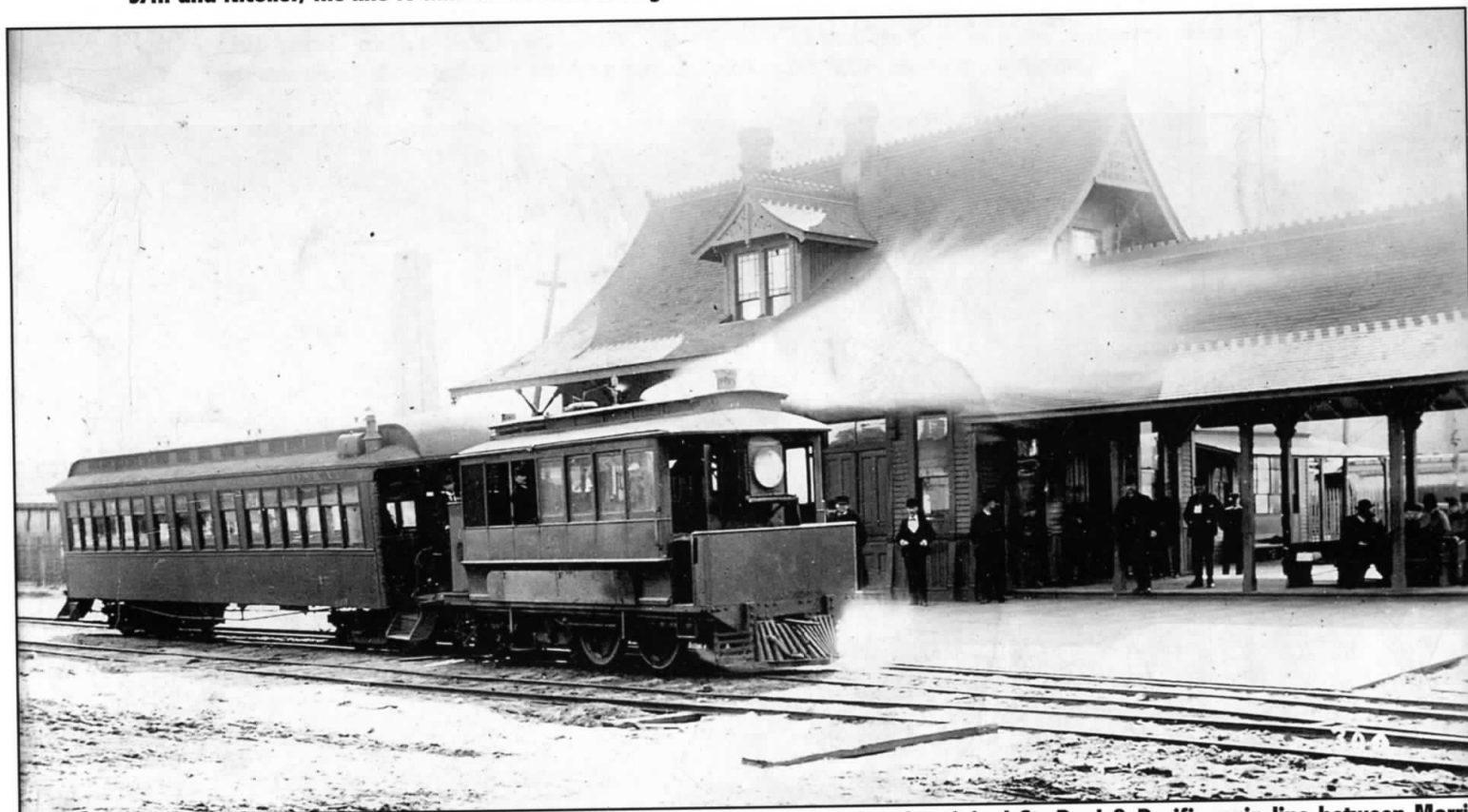
Tobie's in Hinkley was somewhat more modest in the 1950s than it is today.





ROCHESTER'S FIRST JITNEY ROCHESTER, MINN.

Above: Despite the name of the company, Rochester never had a streetcar line. This early bus looks to be about 1920. Below: This is the 31st and Nicollet depot, the junction of the narrow gauge Minneapolis, Lyndale & Minnetonka's mainline to Lake Minnetonka, and its Nicollet Avenue extension to 50th Street. At a further junction at 37th and Nicollet, the line to Minnehaha Falls diverged.



Inside Rear Cover Top: Norcross is 181 miles west of St. Paul on the Great Northern's original St. Paul & Pacific main line between Morris and Breckenridge.

Inside Rear Cover Bottom: No machines here. Trackwork gets done the old fashioned way on the Great Northern at Jasper.

Rear cover top: This is Finlayson on the Northern Pacific's Skally Line from St. Paul to Duluth. MTM's restored Rutledge depot, now on display at Jackson Street, was five miles and ten minutes to the south. What's that two-wheeled thing on the platform?

Rear cover bottom: At Minnesota City the Chicago & North Western's line from Mankato and Rochester (now the Dakota, Minnesota & Eastern) swung in from the left to parallel the Milwaukee Road's St. Paul-Winona River Line.

No. 1000 S







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!